

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3839.—VOL. CXLI.

SATURDAY, NOVEMBER 16. 1912.

With Photogravure Supplement: **SIXPENCE.**
Balkan War Pictures.

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THE LOSERS: A TURKISH SOLDIER HELPING A WOUNDED COMRADE ALONG DURING THE TERRIBLE RETREAT
FROM LULE BURGAS, WHICH HAS BEEN LIKENED TO THAT FROM MOSCOW.

Those who saw the great battle of Lule Burgas and have found opportunity to record their impressions agree that the Turks upheld the traditions of their race by fighting magnificently. Mr. Martin H. Donohoe, for instance, cabled to the "Daily Chronicle": "The Ottoman soldier as I have seen him during those awful five days of torture, suffering starvation and defeat, has always faced death cheerfully and uncomplainingly. He went

for days without food, and no murmur of reproach crossed his lips. When his weary, benumbed legs longer refused to support his emaciated body, he lay down and died complacently as if death from starvation was part of his everyday duty. . . . The Allies may have beaten the Turkish army, but they have not conquered the Turkish soldier. He has all the docility of a child, yet his courage is unsurpassed."

PHOTOGRAPH BY C.N. STAFF PHOTOGRAPHER.

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THE BALKAN WAR:

SCENES AND PERSONALITIES.

(Our Supplement.)

ONCE more the great military tragedy in the Near East has provided subjects for our Supplement. That which we present to our readers with this issue deals with some of the most memorable scenes and the most striking personalities of the struggle between Turkey and the Balkan Allies. The soldier who stands out above all the rest is, of course, General Savoff, the Bulgarian Commander-in-Chief, whose long years of organisation and training have led to his country's triumph. Of particular interest, at a time when London has been holding an International Motor Exhibition, is the illustration showing the importance of the motor-car in war, as instanced in its use by General Savoff for going to the front. Other illustrations in the Supplement show the now historic entry of King Peter into Uskub, the ancient capital of Servia, which had been in Turkish hands since 1389, and Servian troops marching through the town. There is also a double-page illustration of the great rout of the Turks at Lule Burgas. Of no less interest than the actual fighting is the state of affairs at Constantinople. Two photographs show the arrival there of the British cruiser H.M.S. *Weymouth*, the first to reach the city, doubtless to the great relief of the European residents.

PARLIAMENT.

"THE Government beaten by twenty-two!" This event, the news of which sped swiftly over the country on Monday afternoon, caused immense excitement in the House of Commons, where its significance was admitted by the stunned faces of Liberals. The blow was inflicted at a critical stage in the Ministerial plans. After the House had approved of the proposal that Ireland (with self-government) should send forty-two Members to the Parliament of the United Kingdom, consideration of the finance of Home Rule had been commenced in the latter part of last week. This was interrupted by the proposal for the guillotine on the Welsh Disestablishment Bill, which aroused great indignation and excitement among the members of the Opposition. Then on Monday came the blow, swift, well-aimed, and sure. Sir F. Banbury moved an amendment to the financial resolution which is vital to the Home Rule Bill. If insisted upon, the amendment would, of course, destroy the whole scheme. Yet, although Mr. Herbert Samuel treated it as inconceivable, it was carried by the substantial majority of twenty-two in a large House. The early attendance of Members on both sides had been requested by the Whips, but, either because they had been lulled by a false sense of security, or because they were apathetic, many of the Ministerial supporters were late in arriving at Westminster. Immense enthusiasm was displayed by the Opposition at the victory. As soon as it became known hats and amendment papers were flung in the air, and when the slip with the figures was handed to the successful teller, nearly all the Unionists, including one or two occupants of the front bench, stood up—some of them on the seats—and cheered and waved handkerchiefs and other articles, and called on the Ministers to resign. "Bang goes your £400 a year!" shouted delighted victors to downcast Radicals; and when business was suspended on Mr. Asquith's motion, and the members of the Government walked away from the Treasury Bench, their younger opponents jeered at them with mocking cries of "Good-bye, good-bye!" It was not, however, Good-bye. The Prime Minister announced in his calmest manner, next day, not that the Government were to resign, but that they were to ask the House to rescind its decision on the amendment. This announcement was greeted by the Unionists with a loud outburst of laughter, and all they could do was to secure—in Mr. Bonar Law's words—a general discussion "on the situation in the House, and in the country, created by the defeat of the Government."

In the Supplement to our issue of Oct. 26 we published a full-page enlargement of a remarkably interesting photograph of a Montenegrin soldier. We much regret to find that a mistake occurred in the acknowledgment of the source from which the photograph was obtained, the name of the photographer being given as Waters. In reality the photograph was one of several submitted to us by Mr. Roy Trevor, and was one of the illustrations in his book, "My Balkan Tour" (John Lane), a volume which is, of course, of very particular interest at the present time. The photograph was taken by Mr. Roy Trevor himself. The mistake in the acknowledgment was purely a clerical error, and we have much pleasure in giving publicity to this correction.

NOTICE.

The beautiful reproductions of drawings and photographs which have of late been appearing in THE ILLUSTRATED LONDON NEWS, under the general description of "Photogravures," have caused the greatest interest not only to the printing world, but also to all readers of illustrated newspapers. The process of Photogravure, which is as simple as it is perfect, threatens to revolutionise the methods of illustration-reproduction. The Rotogravure Deutsche Tiefdruck-Gesellschaft m.b.H., Berlin, hold the patents of the process, and have appointed as their sole agents for this country THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., who will be glad to supply full details.

A RETREAT AKIN TO THAT FROM MOSCOW: AFTER LULE BURGAS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



WITH THEIR COLOUR: DEFEATED TURKS RESTING FOR A FEW MOMENTS DURING THE RETREAT.



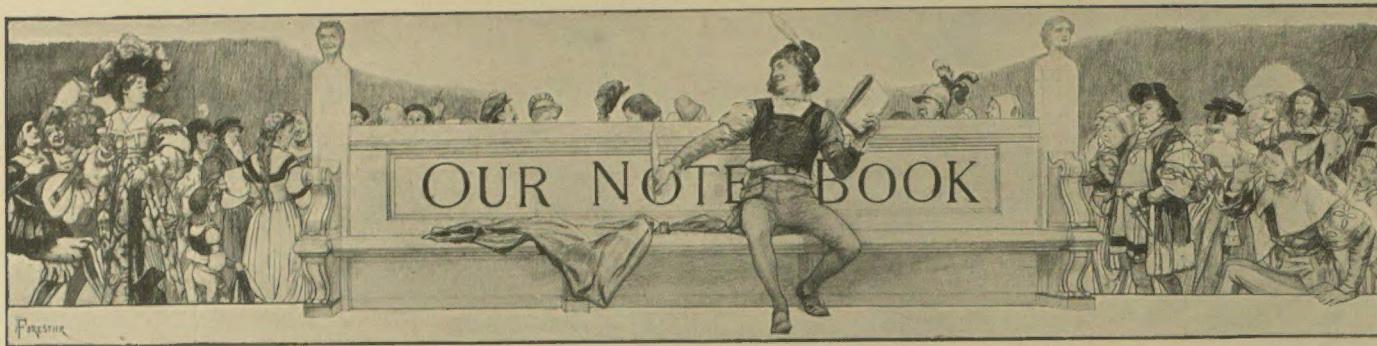
ON THE WAY TO BRING IN STRAGGLERS: TURKISH CAVALRY ON DUTY AFTER THE LULE BURGAS ROUT.



IN A DENSE AND STRUGGLING MASS: RETREATING TURKISH INFANTRY CROWDING ACROSS A BRIDGE, WHILE MOUNTED MEN RIDE THROUGH THE RIVER.

Again to quote Mr. E. Ashmead-Bartlett, in the "Daily Telegraph": "Amidst the fugitives were many country people fleeing from the tide of war; many great trains of ox-wagons, creaking painfully along; many stray batteries of artillery with the horses so lean that they could hardly drag the guns, and with the exhausted gunners asleep on the limbers. Amidst

these thousands of fugitives, the remnants of three army corps, hardly an officer remained. . . . On the high ground, half-way to Chorlu, we had a good view of the whole of the country-side. . . . Along every road men, horses, guns, and ox-wagons were pressing forward. . . . There must have been forty or fifty thousand stragglers scattered over the plain."



BY G. K. CHESTERTON.

HERBERT SPENCER, I think, defined Progress as the advance from the simple to the complex. It is one of the four or five worst definitions in the world, both regarding impersonal truth and also personal application. Progress, in the only sense useful to sensible people, merely means human success. It is obvious that human success is rather an advance from the complex to the simple. Every mathematician solving a problem wants to leave it less complex than he found it. Every colonist trying to turn a jungle into a farm fights, axe in hand, against the complexity of the jungle. Every judge is summoned to expound the law, because the quarrel is complex, and needs to be made simple. I do not say it always is made simple, but that is the idea. Every doctor is called in to remove something which he himself frequently calls a "complication." A really able doctor generally sees before him something that he himself does not understand. But a really able doctor generally leaves behind him something that everybody can understand—health. The true technical genius has triumphed when he has made himself unnecessary. It is only the quack who makes himself indispensable.

The hairdresser, for some dark reason, often pretends to be a quack; and so does the detective—especially when he has got into a novel. But if we pierce through the florid pomposity of these two trades to the original idea in them, the same general truth is true. Unbrushed hair is not simpler than brushed hair: it is much more complicated. Whether we prefer the tangled hair of a barbarian to the plastered and flattened hair of a man-about-town is a matter of artistic taste; but that the latter is simpler in design is a matter of artistic truth. It is as certain as that the front of the Parthenon is simpler than the front of Rouen Cathedral. Personally, I prefer Rouen Cathedral; but I do not desire to carry the Rouen parallel too far in the matter of hair. I merely point out that the man-about-town is in this matter innocent in a true sense; that is open and clear and decisive. He is living the Simple Life: so are many other wicked people. About hair he is as hard as a Stoic: some would say he recalls the great Roman Stoic who said: "This parting is well made." It is the same with the great police detective, a type lower than the dandy, and infinitely lower than such an artist as the hairdresser. It is the attraction of the detective, and the reason of the real drag of romantic curiosity in all detective stories, that while he begins with a thing so hot and confused as crime, he is yet trying to end with a thing so cold and obvious as law. Those, like myself, who have hunted for good detective stories as dipsomaniacs hunt for drink, know that this is the real difference between the readable and the unreadable tale. The bad mystery-story is that which grows more and more mysterious. The good mystery-story is that which is mysterious, but grows less and less so. A footprint, a strange flower, a cipher telegram, and a smashed top-hat—these do not excite us because they are disconnected, but because the author is under an implied contract to connect them. It is not the inexplicable that thrills us; it is the explanation we have not heard.

It is the thing we call art, the thing we call progress. It is the advance from the complex to the simple.

Of course, people can simplify wrong as well as right. Thus the *coiffeur*, with his hair-brushes and hair-restorers, can produce quite flat and burnished hair for those that like it. He can also, with the same hair-brushes and hair-restorers, produce complete baldness, for those that like that. And this is certainly a clear and unentangled condition in man. Thus, again, when the police detectives have failed to conceive or enact anything like a credible detective

I know a lady, who combines inherited culture and natural talent in a rather unusual degree, who happened to be turning over some pages of St. Thomas Aquinas, and, seeing a chapter called "The Simplicity of God," thought it would be well to begin with that. She closed the book shortly afterwards, saying: "Well, if that's the simplicity of God, I wonder what His complexity is like." And it is certainly true that the mediævals packed their thought so much closer that there was hardly space to explain their meaning—and no space to adorn it. They were better scientists than Huxley; but they were not such good journalists. They were not such good literary men.

But I still feel inclined to recur to the question I asked last week; touching what civilisation and progress really are. I suggested a definition then, and (at the end of a whole week) I consider it quite correct. I said that civilisation was the power of reverting to the normal. It is not the power of passing from the simple to the complex, although Herbert Spencer said so. It is not the power of passing from the complex to the simple, although I said so. It is the power of passing to whichever you like, whenever you choose. Civilisation is that which can be as simple as it likes without losing civilisation. Civilisation is that which can be as civilised as it likes, without losing simplicity. It is not anything horrid, like a tendency or an evolution, or any of those things that stop nowhere, because they are going nowhere. Civilisation is not a development. It is a decision. It is the decisive people who have become civilised; it is the indecisive, otherwise called the higher sceptics, or the idealistic doubters, who have remained barbarians.

That silent anarchy which is eating out our Society may be best defined thus: it is an incapacity to grasp that the exception proves the rule. That you have a holiday implies that you do some work; that a madman is irresponsible implies that a man is responsible; that you call in a doctor when you are ill implies that he is not wanted when you are well; that you rebel against constituted authority implies that you want to constitute another authority; and that you make war implies that you want to make peace. It is by no means necessary that anarchy should come from below, out of the mere mob or the discontented. A Government can be anarchist; and a mob can be authoritarian. With us the anarchy is worst in the governing classes; their legislation has become a sort



INDICATING HOW THE TERRITORIAL CLAIMS OF THE BALKAN STATES ARE SUPPORTED BY THE CHARACTER OF THE POPULATION: A MAP OF THE BALKANS SHOWING THE PROPORTIONS OF VARIOUS RACES AND CREDSES AMONG THE INHABITANTS.

It is extremely interesting to compare the figures given on the above map, showing the relative numbers of different races and creeds contained in the population of the Balkans, with the claims for the division of the conquered territory made by the Balkan States. It will be observed that the various vilayets of Turkey in Europe are by no means inhabited wholly, or even predominantly, by Turks. For instance, in the vilayet of Salonica we find 333,440 Mohammedan Turks to 446,050 Christian Bulgarians, and 98,590 Mohammedan Bulgarians, as well as 168,590 Orthodox Greeks and other elements. There is no space here to elaborate all conclusions to be drawn from the map, but it affords data to consider the right of the victors to rule the lands they have won.—[DRAWN BY W. B. ROBINSON.]

story, they very often end up by arresting the first poor man they happen to meet. And it would be unjust to deny simplicity to such an action. It is this, second simplicity, the simplicity of darkness, which is again a misfortune for Herbert Spencer; who was the baldest sage ever born, in every sense of the word. If progress and civilisation are an advance out of simplicity, he was certainly a reaction towards barbarism. The mediæval philosophers he despised did in some ways err on the side of complication. He most certainly erred on the side of crudity.

of silly and bewildered experimentalism. Things that our fathers did as desperate remedies we are doing as mere nervous habits. Our ancestors would have press-gangs or sudden levies of rather involuntary volunteers, because Napoleon was at Boulogne or Ireland in arms behind them. But we have wandered into a sort of weak-minded, pacific militarism; a hazy idea that more and more employers might turn their clerks into Territorials, without minding very much, as it seems, whether they are turning them into soldiers. We cannot grasp that even short cuts ought to bring us out on the high road.

THE BEATEN AND THE WOUNDED: THE RETREAT FROM LULE BURGAS.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



HEADED BY A COLOUR-BEARER: TURKISH INFANTRY, WITH OX-WAGON TRANSPORT, RETIRING AFTER THE GREAT ROUT.



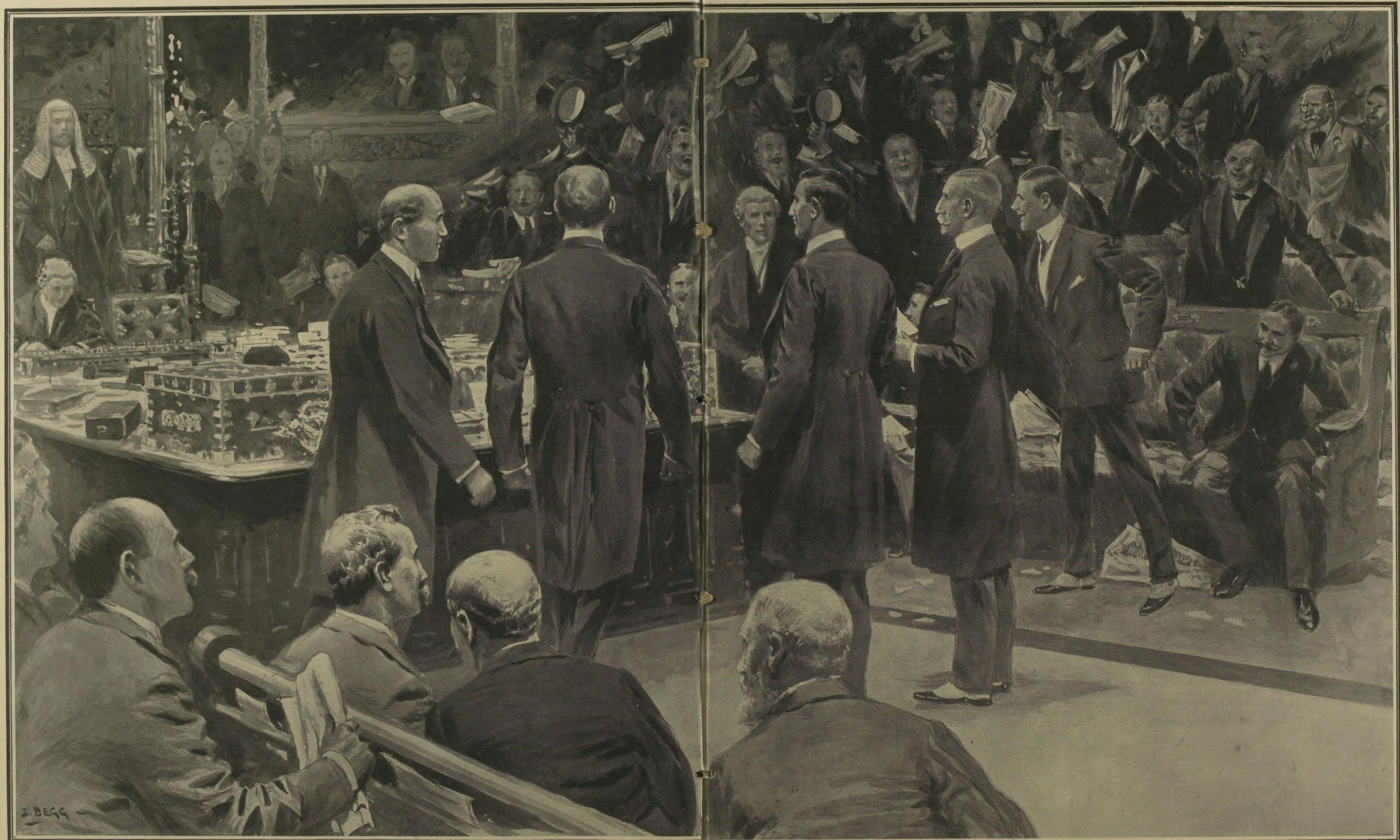
"WITHOUT A CURSE OR REPROACH AT THE AUTHORS OF ALL THEIR MISERIES": TURKS CARRYING A WOUNDED MAN ON A STRETCHER DURING THE RETREAT FROM THE BATTLEFIELD.

Describing the retreat from Lule Burgas in the "Daily Telegraph," Mr. E. Ashmead-Bartlett said: "The scenes on the road baffle description from my pen. They recalled to mind a picture I have seen somewhere of the flight of the French army after Waterloo, or one of Napoleon's retreats from Russia. Not a vestige of order remained. . . . The further we receded from the

battlefield the worse the scene became, because many of the wounded, having dragged themselves thus far, could go no further, and, crawling off the track, lay down to die by the roadside without a curse or reproach at the authors of all their miseries. Sometimes when a man had died his comrades would stop a moment and dig a shallow grave."

THE GOVERNMENT HOME RULE DEFEAT IN THE HOUSE OF COMMONS: THE REMARKABLE SCENE AFTER THE MEMORABLE DIVISION OF NOVEMBER 11.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.

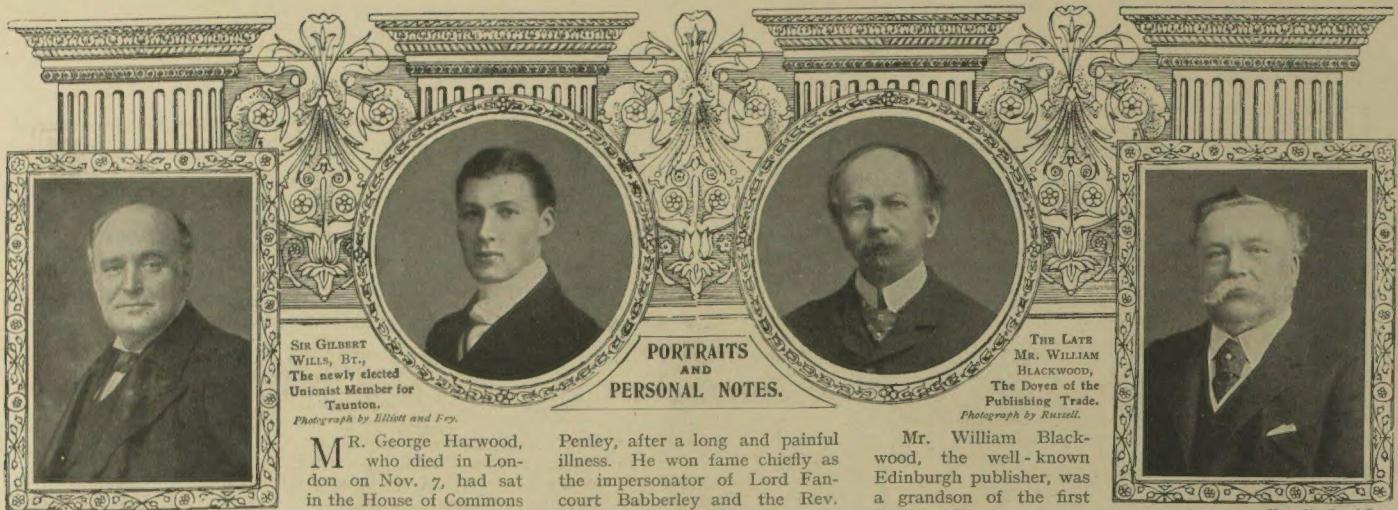


"SO THE AYES HAVE IT": THE OPPOSITION TELLERS ON THE RIGHT OF THE TABLE, THE

The afternoon of Monday, November 11, the Government were defeated in the House of Commons on an amendment to the financial resolution on which the finance of the Home Rule Bill is based. Four hundred and thirty-four Members voted, and the Government were in the minority by twenty-two votes. When the Government tellers and the Opposition tellers lined up, four abreast, in front of the Bar to march up the floor to the table, it was seen that Sir Frederick Banbury and Mr. Mitchell-Thomson, the Opposition tellers, stepped to the right. This indicated immediately that the Government had been defeated, for the tellers on the right always carry the result of the division and represent the majority. At once there was a shout of joy from the Unionists and cries of "Resign! Resign!" Then the division slip was handed to the Speaker, who declared the figures, adding in the usual way: "So the Ayes have it." Again there was a Unionist demonstration. On the Wednesday morning became known the terms of the motion which the Prime Minister intended to make that day with the object of reversing the decision on Sir Frederick Banbury's amendment.

GOVERNMENT TELLERS ON THE LEFT; A POSITION WHICH INDICATED THE OPPOSITION'S SUCCESS.

This was as follows: "That the decision of this House on the amendment moved on the 11th day of November, 1912, by Sir Frederick Banbury, by which it was proposed to insert certain words in the Government of Ireland (Money) Resolution as reported to the House, be rescinded, notwithstanding anything in any Standing Order of this House, and that the Order of this House in respect to the Government of Ireland Bill (Allocation of Time) shall take effect as if the proceedings with respect to the Government of Ireland (Money) Resolution on the 11th day of November, 1912, had not taken place, and that, accordingly, the next day after this Order comes into operation, on which the Bill is put down as the first Order of the Day or any stage of any financial resolution relating thereto is put down as the first Order of the Day, followed by the Bill, shall be taken to be the 16th allotted day." It was then understood that the Government would allow the House to discuss the matter for two days. In the drawing are the Hon. Geoffrey Howard and Mr. Percy Illingworth, Government tellers, on the left; and Mr. Mitchell-Thomson and Sir F. Banbury, Opposition tellers, on the right.



Photo, Topical.

THE LATE MR. GEORGE HARWOOD, M.P.
Who had sat as a Liberal for Bolton since 1895.

of cotton-spinners. With Dean Stanley and Thomas Hughes, he was one of the founders of the Church Reform Union, and had been ordained deacon.

In the bye-election at Taunton, caused by the elevation of the Hon. William Peel to the Peerage on the death of his father, Viscount Peel, the seat was held for the Unionists, with an increased majority, by Sir Gilbert Wills. The new Member succeeded his father, the late Sir Frederick Wills, in his baronetcy in 1909. He is in the Royal North Devon Hussars, and has been for some years extra A.D.C. to the Lord Lieutenant of Ireland. He is a keen sportsman and agriculturist.

Sir Archibald Berkeley Milne, who is in command of the Mediterranean fleet, now in Eastern waters in connection with affairs in Turkey, saw service in the Transkei War, the Zulu War, and the Egyptian campaign of 1882. He was wounded at Ulundi, and fought at Tel-el-Kebir.

Morocco being now a French Protectorate and not an independent realm, the office of British Minister at Tangier is now extinct. The late Sir Reginald Lister, who was appointed to that post in 1908, was the last to hold it. He was a son of the third Lord Ribblesdale, and entered the Diplomatic Service in 1886.

Señor Canalejas, the Spanish Premier, was shot and killed by an assassin on Tuesday, Nov. 12, as he was entering the Ministry of the Interior at Madrid. He was formerly a Professor at Madrid University, and was a man of simple tastes and charming personality. His eloquence made him known as the "silver-tongued" debater.

Sir Frederick Banbury's amendment to the Home Rule Bill, limiting the Government's annual payment to Ireland, resulted in a defeat of the Government on Nov. 11 by 228 votes to 206, but the Government decided that it was not a case for resignation. Sir Frederick Banbury has sat for the City of London as a Conservative since 1906.

Thousands of playgoers who remember with affectionate joy the humours of "Charley's Aunt" and "The Private Secretary," will have heard with regret of the death of Mr. W. S.

Penley, after a long and painful illness. He won fame chiefly as the impersonator of Lord Fan-court Babberley and the Rev. Robert Spalding, in those two



Photo, Ellis and Watery.

THE LATE MR. W. S. PENLEY,
The famous Actor and Creator of "Charley's
Aunt."

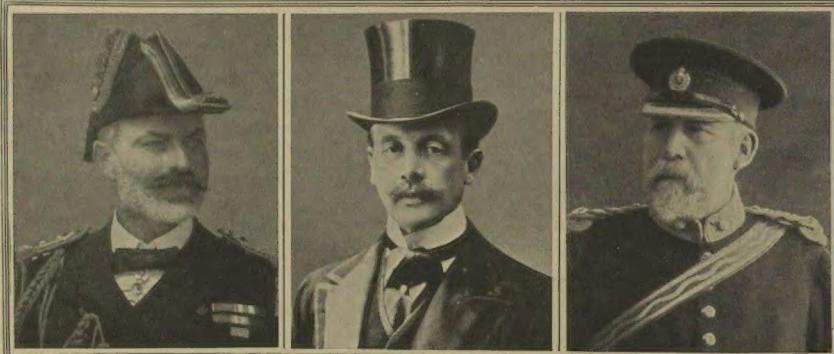
pieces, but he had previously played in many other parts. His first appearance was in "Trial by

Mr. William Blackwood, the well-known Edinburgh publisher, was a grandson of the first William Blackwood, the founder of the famous firm, and was born at Lucknow in 1836. His father, also named William Blackwood, was then an officer in the East India Company, and later became a partner in the publishing business. The late Mr. Blackwood became a partner in 1862, with charge of the London branch, and in 1879 assumed control of the whole enterprise. He maintained the firm's high reputation, and as editor of *Blackwood's Magazine* he competed successfully with younger rivals.

Like most Peers of recent creation, the late Lord Furness was probably better known by his previous title, Sir Christopher Furness. He will also be remembered for his efforts towards industrial peace by the introduction of his profit-sharing scheme in 1908. Two years later, the experiment was dropped, on ballot, through trade union opposition. Lord Furness sat as a Liberal for Hartlepool from 1891 to 1895, and from 1900 to 1910. He was head of Furness, Withy and Co., and of the Furness Line. Last September he resigned the chairmanship of Palmer's Shipbuilding and Iron Company.

Mr. Dugald Drummond, who died recently at Surbiton at the age of seventy-three, was one of the most distinguished of modern railway engineers. He had been chief locomotive engineer to the London and South Western Railway since 1895, and before that he had been chief mechanical engineer to the North British and Caledonian Railways. Mr. Drummond was a Major in the Engineer Volunteer Staff Corps, and he was very popular among his staff. A reference to *The Illustrated London News* of Jan. 10, 1880, shows that Mr. Drummond was on the Board of Trade Inquiry into the famous Tay Bridge disaster.

In the grave political situation in Europe created by the demand of Servia for a port on the Adriatic, and Austria-Hungary's opposition thereto, a very important part has been played by the Premier of Servia, M. Pashitch. After a call from the Austro-Hungarian Minister at Belgrade on Nov. 11, he went to Uskub to confer with King Peter. Even more significant was the visit of M. Daneff, President of the Bulgarian Chamber, to Budapest, on a mission of mediation, under the instructions of King Ferdinand. M. Daneff had interviews with the Emperor, the Heir-Apparent (the Archduke Francis Ferdinand), and Count Berchtold.

Photo, Russell, Southsea.
ADMIRAL SIR A. BERKELEY MILNE,
Commander-in-Chief of the Mediterranean
Fleet—now in Eastern waters.Photo, Illustrations Bureau.
THE LATE SIR REGINALD LISTER,
The last British Minister Plenipotentiary
at Tangier.Photo, Bassano.
THE LATE MR. DUGALD DRUMMOND,
Chief Locomotive Engineer to the London
and South Western Railway.

Jury," in 1875, and he also played in "H.M.S. Pinafore" and other comic operas.

Sir Cecil Spring-Rice, whose name was mentioned as likely to succeed Mr. Bryce as British Ambassador to the United States, has been since 1908 Envoy Extraordinary and Minister Plenipotentiary to Sweden. Previously, he was Minister and Consul-General in Persia. His wife is a daughter of Sir Frank Lascelles.



Photo, L.N.A.

The Bulgarian Statesman who has been on
an important mission to Budapest.Photo, Topical.
THE LATE DON JOSE CANALEJAS,
The Spanish Premier who was Assassinated on Nov. 12 in Madrid.Photo, Hemery.
SIR FREDERICK BANBURY, M.P.,
Whose Amendment to the Home Rule
Bill led to a defeat of the Government.Photo, Elliott and Fry.
SIR CECIL SPRING-RICE,
Probable Successor of Mr. James Bryce
as British Ambassador at Washington.

Photo, Barratt.

M. PASHITCH,
Premier of Servia, a prominent figure in
the political situation in Europe.

SERVIA SEEKING HER "LITTLE WINDOW": SPOILS OF HER QUEST.

PHOTOGRAPH BY C.N.

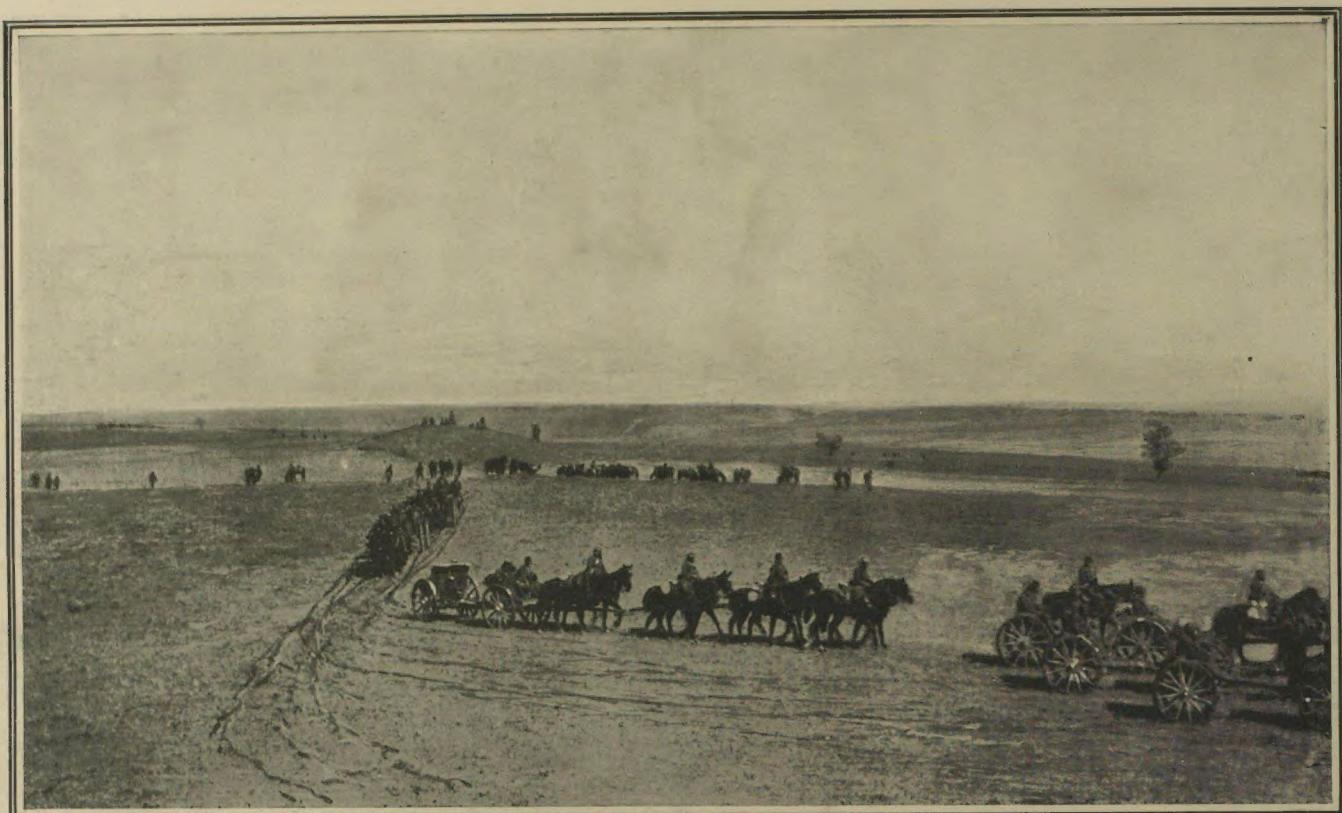


SIGNS OF A FLIGHT IN WHICH WEAPONS, AMMUNITION, AND FOOD WERE FLUNG ASIDE: SOME OF THE MANY THOUSANDS OF TURKISH RIFLES TAKEN BY THE SERVIANS NEAR KUMANNOVO AND USKUB.

On October 25 it was reported that the sixty hours' fighting which had taken place around Kumanovo formed the most serious encounter in which the Servian forces had been engaged up to that moment. Their attack began on the Tuesday afternoon, in rain and fog. On the Wednesday they captured two positions after a great artillery duel and a bayonet charge. At noon on that day the Turks retired nearly eight miles to the rear in considerable disorder, and then it was that the Servian infantry forced a passage into important earthworks. On the Thursday the town was occupied. Chiefly as a result of this battle, the

Servians were able to enter their ancient capital, Uskub. It is generally understood that after the victory the Emperor of Russia sent King Peter a message of congratulation. Another despatch, also dated October 25, said of the fighting near Uskub: "When once the order for retreat sounded, the Turkish troops fled pell-mell in all directions before the murderous onslaught of the Servian artillery. Guns were abandoned, rifles flung aside, provisions and ammunition discarded. . . . Over one hundred cannon were left on the field." Servia's desire for a "little window," otherwise a port, on the Adriatic has been the cause of much diplomatic anxiety.

PHOTOGRAPHED BY A TURKISH OFFICER: THE LULE BURGAS BATTLE.



CLOSE TO THE VILLAGE WHICH WAS ABDULLAH PASHA'S HEADQUARTERS: A TURKISH BATTERY, WHICH LOST NEARLY ALL ITS OFFICERS, DURING THE FIGHTING NEAR SAKIZKOV.



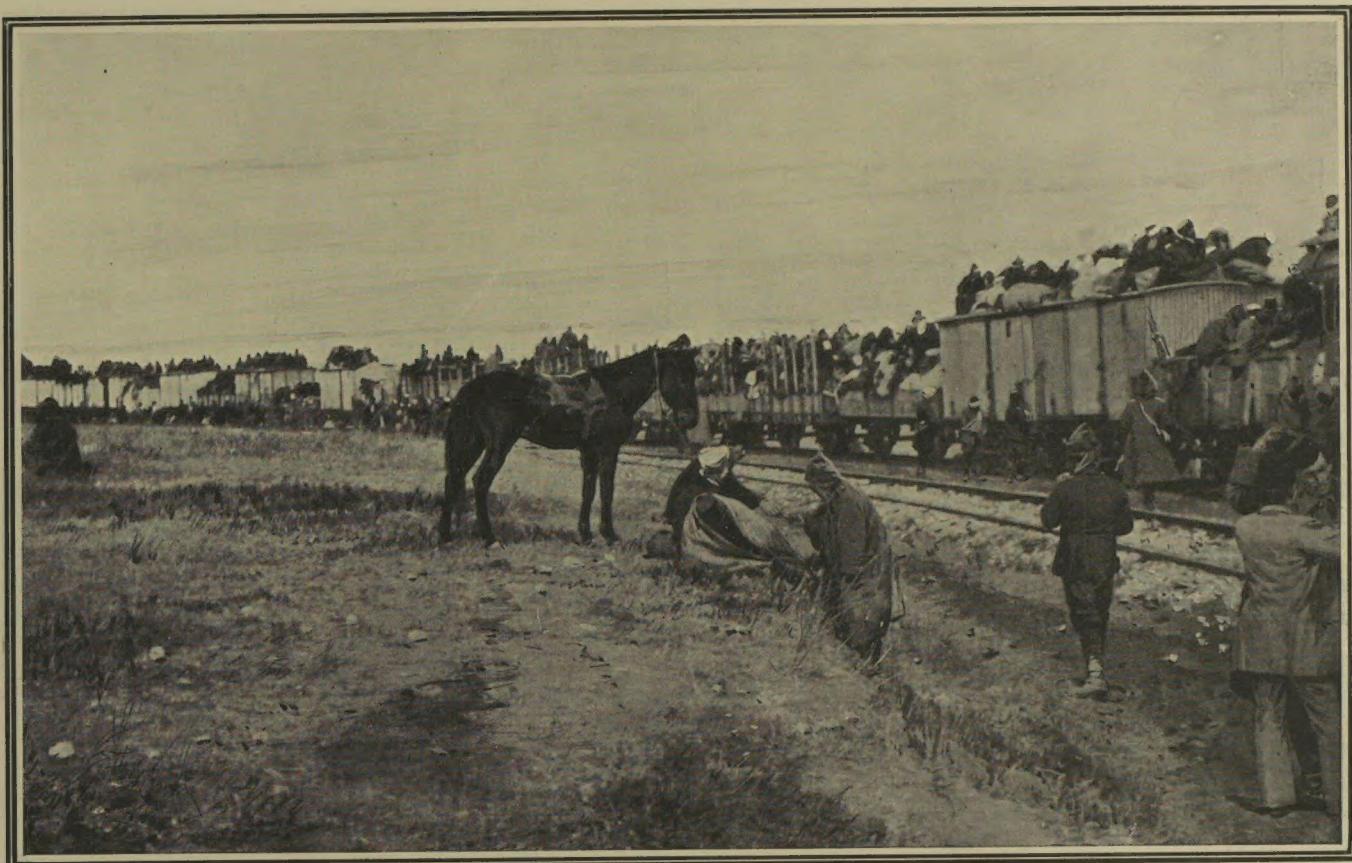
WITH A WOUNDED MOUNTED OFFICER AND ADVANCING TURKISH INFANTRY IN THE FOREGROUND: FIGHTING DURING THE BATTLE OF LULE BURGAS, ON OCTOBER 30.

The village of Sakizkoy was the headquarters of Abdullah Pasha after the taking of Lule Burgas by the Bulgarians, and the Commander-in-Chief and his staff were housed in a miserable little four-roomed hut, as Mr. E. Ashmead-Bartlett put it in the "Daily Telegraph," "crowded together like flies." That was just before the rout of the Turkish troops was complete. It was on the low hills in front of Sakizkoy that Abdullah Pasha and his staff took their stand on the fateful October 30th. With regard to the first photograph, it may

be said that it illustrates part of the fighting in the neighbourhood of Sakizkoy. Viza lies to the right of the district shown in the photograph; Lule Burgas to the left. In the centre, in the background, are troops of Abdullah Pasha giving battle. The Turkish battery had lost nearly all its officers when the photograph was taken. In the second photograph Turkish infantry are seen, at the further end of the bridge and to the left of it, answering the fire of the Bulgarians on the crest of the hill in the background.

THE WOUNDED AND THOSE IN FEAR: AT TCHATALDJÀ AND CHORLU.

SECOND PHOTOGRAPH BY L.N.A. STAFF PHOTOGRAPHER.



UNITS IN THE THOUSANDS WHO HAVE FALLEN BEFORE THE ARMS OF THE BALKAN STATES: A TRAIN-LOAD OF TURKISH WOUNDED ARRIVING AT THE STATION OUTSIDE TCHATALDJÀ.



PACIFYING THE FEARFUL: TURKISH OFFICERS AT CHORLU TAKING THE NAMES OF RETIRING SOLDIERS AND ORDERING THEM BACK TO THEIR REGIMENTS.

It may not be out of place to note that, according to news received in Paris on November 10, the total number of men then put out of action on both sides since the opening of the campaign between Turkey and the United Balkan States was 150,000. The character of much of the fighting may be judged from an extract from one of Lieutenant Wagner's despatches to the "Reichspost," quoted by the "Daily Mail." "The fighting on the

Chorlu River was of an appalling character. The river is still dammed in many places by corpses and material of war, while the water runs red with the blood of dead and wounded men. In the forest to the north, there was bitter fighting at close quarters, and the animosity on both sides was so great that the men threw away their weapons and sprang at one another's throats."

THE AEROPLANE IN THE BALKAN WAR: BULGARIAN AIR-SCOUTING.

PHOTOGRAPHS SUPPLIED BY C.N.



1. AFTER A SCOUTING-FLIGHT OUTSIDE ADRIANOPLIS BY LIEUTENANT LOULTCHEFF: THE MILITARY AIRMAN'S BIPLANE AT MUSTAPHA PASHA.

3. AN UNFORTUNATE END TO BULGARIAN SCOUTING OVER THE TURKISH LINES: A MILITARY BIPLANE AFTER A BAD LANDING.

5. AFTER THE AIRMAN HAD FLOWN SAFELY OVER TURKISH BULLETS: GENERAL YAUKOFF CONGRATULATING LIEUTENANT TARAXCHIEFF AT THE END OF A FLIGHT.

2. THE END OF A FLIGHT OUTSIDE ADRIANOPLIS: LIEUTENANT LOULTCHEFF, OF THE BULGARIAN ARMY, DESCENDING AT MUSTAPHA PASHA.

4. THE FIRST AIRMEN TO FLY OVER ADRIANOPLIS: LIEUTENANTS MILKOFF AND TARAXCHIEFF, OF THE BULGARIAN ARMY.

6. RECEIVING AN AIR-SCOUT'S NOTES AFTER A FLIGHT OVER ADRIANOPLIS: GENERAL YAUKOFF WITH A MILITARY AIRMAN.

Comparatively little has been heard of the work done by military airmen during the present war; but there is no doubt, for instance, that the Bulgarians about Adrianople used aeroplanes with considerable effect; and it has been reported, indeed, that the garrison of that place expended a good deal of ammunition in endeavours to bring down Bulgarian air-scouts. With regard to the third photograph, it should be noted that the airman made a bad landing

after his first flight, with the result that some damage was done to the biplane. The airman was not hurt. One airman, flying from Mustapha Pasha, flew along the entire Turkish front at Adrianople, although the Turkish outposts fired at him, and made important observations for half-an-hour. When he landed on the bank of the Maritza, he was greeted with ringing cheers by his Bulgarian comrades.

PROFESSOR TURNED POLITICIAN: THE CHIEF DEMOCRAT OF THE U.S.A.

PHOTOGRAPH BY ROSE.



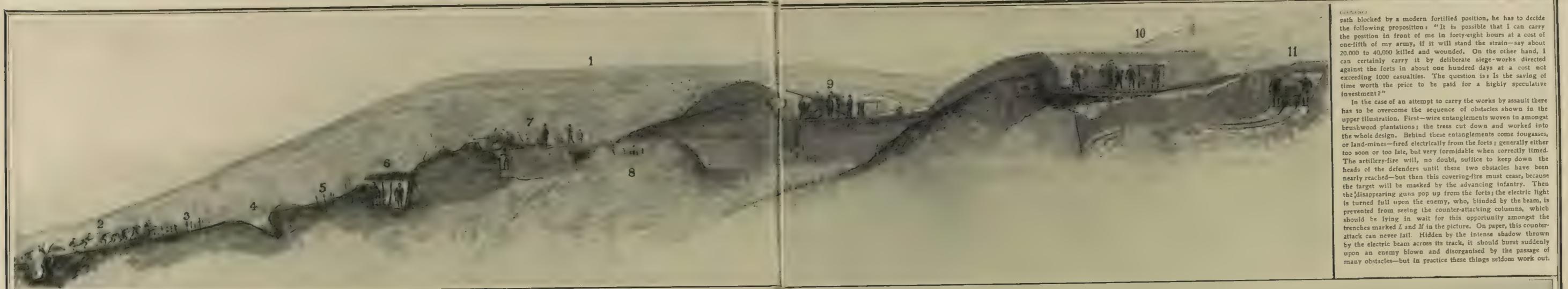
IN THE ORDINARY COURSE OF EVENTS, TO BE MR. TAFT'S SUCCESSOR IN THE WHITE HOUSE: DR. THOMAS WOODROW WILSON.

Thomas Woodrow Wilson, the Democrat who, in the ordinary course of events, will be the next President of the United States, was born of Scottish-Irish parentage on December 28, 1856, a native of Staunton, Virginia. Almost as a boy, he made up his mind to follow a political career, and he worked steadily towards that end as undergraduate, and, later, when he was a Professor. It was only after his famous years in the chair of jurisprudence and politics in Princeton College, and as President of Princeton University, that he really became well known as one of the powers of Democracy in the United

States. In 1910, he became Governor of New Jersey. With regard to his attitude on Free Trade, there is an interesting note of him when he was a student at Princeton. In his book on Dr. Wilson, Mr. W. B. Hale says of a competition for the Lynde Debate prize: "The subject for the preliminary debate in Whig Hall was Free Trade versus Protection. Wilson put his hand into the hat, and drew out a slip which required him to argue in favour of Protection. He tore up the slip, and refused to debate." He now stands for a downward revision of the Tariff.

OF VITAL IMPORTANCE TO EVERY NATION: THE MODERN FORT, ITS STRUCTURE, AND THE PLANS ADOPTED FOR ITS DEFENCE.

DRAWN BY A. FORESTIER; AND VERIFIED BY COLONEL MAUDE.



MODERN FORTIFICATIONS AND THEIR ATTACK.

By COLONEL F. N. MAUDE, C.B., LAIR R.E.

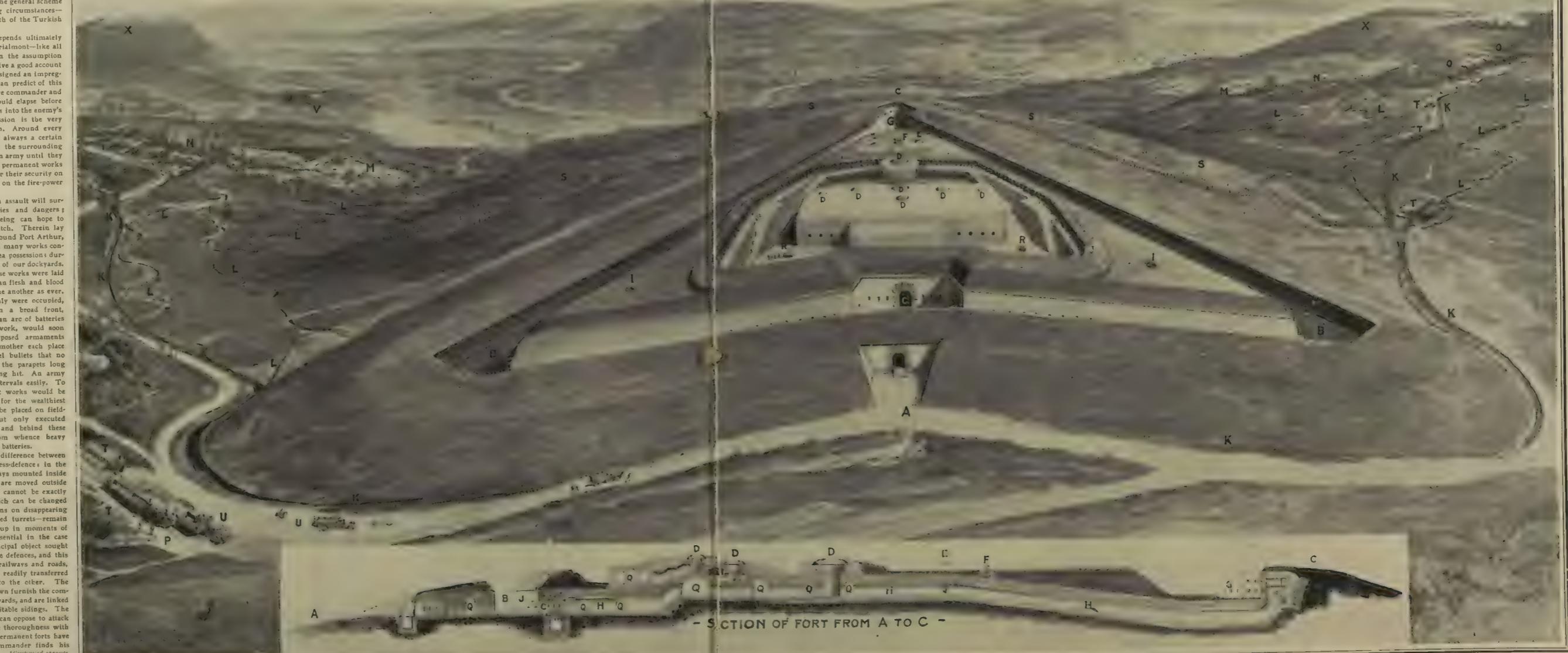
We publish here a drawing, representing in bird's-eye view a typical modern fort with its extemporised accessories, compiled from the works of General Brailmont, of the Belgian Engineers, who was consulted by the Turkish Government with reference to the lines of Tchatalja and of Adrianople, and whose ideas were worked into the general scheme of their defences, as far as existing circumstances—the lay of the ground and the depth of the Turkish military purse—would allow.

The strength of every work depends ultimately on the solid of its garrison and Brailmont—like all engineers—drew up his designs on the assumption that the men they sheltered would give a good account of themselves. No man ever yet designed an impregnable work, or ever will; all one can predict of this design is that, in the hands of a brave commander and resolute garrison, many weeks should elapse before the ground on which it stands passes into the enemy's possession. This denial of possession is the very essence of all modern fortification. Around every city or in every position there are always a certain number of points which dominate the surrounding country and forbid the passage of an army until they have been secured. On these points permanent works are erected, which rely primarily for their security on the depth of their ditches, and not on the fire-power from their parapets.

Man with their blood up in an assault will surmount almost incredible difficulties and dangers; but one thing that no human being can hope to survive is a fall into a thirty-foot ditch. Therein lay the strength of the Russian forts around Port Arthur, and therein lies the strength of the many works constructed in England and our overseas possessions during the last century for the defence of our dockyards. Armaments have changed since these works were laid out; but the deep ditch and human flesh and blood remain in the same relation to one another as ever.

If, however, these key-points only were occupied, then the enemy, approaching on a broad front, could envelop each of them with an arc of batteries whose fire, converging on each work, would soon disintegrate and destroy any exposed armaments within them. They could so smother each place with bursting shells and shrapnel bullets that no man could show his head above the parapets long enough to take aim without being hit. An army then could march through the intervals easily. To close these gaps with permanent works would be an economic impossibility, even for the wealthiest nations. Hence reliance has to be placed on field-works designed in advance, but only executed when an attack is imminent; and behind these works positions are selected from whence heavy artillery can fight the attacking batteries.

This constitutes the essential difference between the new and old schools of fortress-defences: in the old ones, the heavy guns were always mounted inside the forts; in the new ones, they are moved outside and fought from positions which cannot be exactly located in time of peace, and which can be changed from day to day. Only a few guns on disappearing mountings—generally in armoured turrets—remain within the works, ready to pop up in moments of crisis. Whilst stability is the essential in the case of the forts, mobility is the principal object sought in the design of the intermediate defences, and this mobility is obtained by circular railways and roads, enabling guns and stores to be readily transferred from one section of the lines to the other. The main roads and railways of the town furnish the communications from the centre outwards, and are linked up with the circular lines by suitable sidings. The resistance such a line of defences can oppose to attack depends, therefore, mainly on the thoroughness with which the defences between the permanent forts have been carried out. When a commander finds his



1. THE OBSTACLES WHICH MUST BE OVERCOME BY AN ENEMY SEEKING TO CARRY THE WORKS BY ASSAULT: WIRE ENTANGLEMENTS, LAND-MINES, AND ARTILLERY FIRE.

The larger drawing on this Double-page gives a bird's-eye view of a modern fort of the Brailmont type. The outer gate is provided with a drawbridge and protected by rifle fire through loopholes. It leads past the doors of the barracks, which are under the glacis, into the ditch. It will be noticed that the outer and inner gates are not in a line. The inner gate is protected by rifle fire through loopholes. Another drawbridge, inside, opens on the long gallery which reaches the apex of the fort, where are situated more barracks, as well as defences for the ditch (counterscarp galleries). Other loopholes, at the two other angles of the ditch, command the outer gate. On either side of the passage, doorways lead to barracks and magazines. The revolving cupolas for guns are counterscarp galleries, at the two other angles of the ditch, command the outer gate. The letters refer to the following: A. Outer gate with drawbridge. B. Ditch covered with wire entanglements. C. Inner gate with drawbridge. D. Cupolas for howitzers. E. Cupolas for quick-firing guns. F. Cupolas for observation and for searchlight. G. Counterscarp galleries with machine-guns raking the ditch. H. Gallery from the gate through the fort. I. Ventilators for barracks and magazines below. J. Infantry positions round ramparts. K. Main trench with railway. L. Fire trenches. M. Infantry positions (redoubts). N. Field-guns. O. Howitzer battery. P. Head of light railway. Q. Doors leading to barracks and magazines. R. Heads of staircases to barracks and magazines. S. Wire entanglements. T. Bomb-proof shelters. U. Motor-lorries for transport. V. Small fort. X. Two forts forming a group with the central fort. The numbers on the drawing at the top of the Double-page refer to the following; and it should be noted that this drawing is not to scale, but merely to illustrate the numerous obstacles which have to be passed by any enemy desirous of taking the fort. Such obstacles are placed between each pair of forts. I. Fort seen from the side. 2. Attacking party carrying boards with which to bridge wire entanglements. 3. Wire entanglements. 4. Fougasse, a hole half filled with stones placed over a charge of powder, which is fired electrically. 80 lb. of powder should throw five tons of bricks and stones over a surface 160 yards long by 120 wide. 5. Wire entanglements. 6. Infantry position. Such positions are made in a closed group of fire trenches forming a low command redoubt. 7. Battery of field-guns. 8. Flanking battery of Maxim's. 9. Field-howitzers or siege-guns. 10. Siege-pieces and howitzers. 11. Communication trench and railway.

2. RELYING FOR SECURITY ON THE DEPTH OF ITS DITCHES RATHER THAN ON THE FIRE-POWER FROM ITS PARAPETS: A TYPICAL MODERN FORT, WITH ITS EXTEMPORED ACCESSORIES.

positions (redoubts). N. Field-guns. O. Howitzer battery. P. Head of light railway. Q. Doors leading to barracks and magazines. R. Heads of staircases to barracks and magazines. S. Wire entanglements. T. Bomb-proof shelters. U. Motor-lorries for transport. V. Small fort. X. Two forts forming a group with the central fort. The numbers on the drawing at the top of the Double-page refer to the following; and it should be noted that this drawing is not to scale, but merely to illustrate the numerous obstacles which have to be passed by any enemy desirous of taking the fort. Such obstacles are placed between each pair of forts. I. Fort seen from the side. 2. Attacking party carrying boards with which to bridge wire entanglements. 3. Wire entanglements. 4. Fougasse, a hole half filled with stones placed over a charge of powder, which is fired electrically. 80 lb. of powder should throw five tons of bricks and stones over a surface 160 yards long by 120 wide. 5. Wire entanglements. 6. Infantry position. Such positions are made in a closed group of fire trenches forming a low command redoubt. 7. Battery of field-guns. 8. Flanking battery of Maxim's. 9. Field-howitzers or siege-guns. 10. Siege-pieces and howitzers. 11. Communication trench and railway.

"THE SAVAGE ARBITRAMENT OF ARMS": TURKISH TROOPS

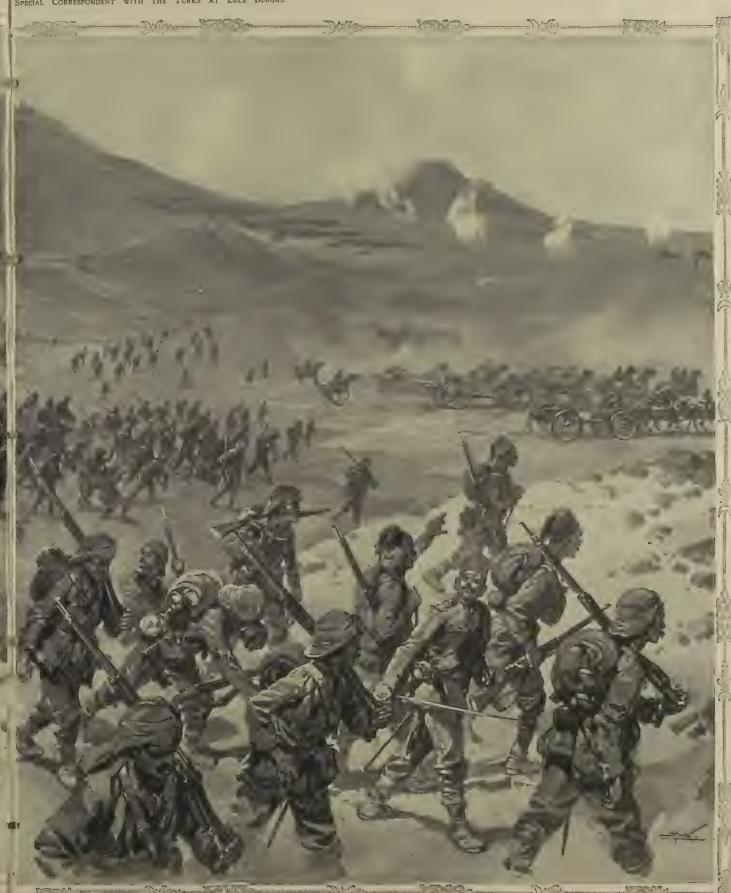
DRAWN BY H. W. KOEKHOEK FROM A SKETCH BY A

UNDER RAPID, CONCENTRATED SHRAPNEL-FIRE AT LULE BURGAS.



SAUNTERING OUT OF ACTION: BENEATH A SCATHING PUNISHMENT AS THEY HAD SAUNTERED

In a despatch dated "With Nazim Pasha's Army, October 30th," the special correspondent of the "Times" said: "Fearful things were happening on the direct front of the Twelfth Division. Here the Ottoman troops held an almost unending ridge of down-land. About the centre were twin mounds, and the bulk of the Turkish artillery supports was grouped on the reverse of these mounds, while a division was pushed out on the slopes towards Lule Burgas. . . . Company after company was pushed over the hill-slope to fill the gaps torn by the Bulgarian shrapnel and rifle-fire. The Turkish brigades held their ground nobly, but the Bulgarian batteries had found the range and lashed them with salvoes of sweeping shrapnel. They staved off, however, each attempt which the Bulgarian infantry made to steal ground. But dull and obstinate as they were, the Turks were becoming shaken. . . . At one o'clock in the afternoon Torgut had withdrawn his



INTO IT: THE 12TH TURKISH DIVISION WITHDRAWING DURING THE BATTLE OF LULE BURGAS.

guns and dissipated the strength he had collected for a counter-stroke. . . . In ten minutes, perhaps fifteen, the guns were clear excepting those left in position, which held on gallantly. Then the division began to fall back. . . . From under cover the Bulgarian guns opened on the concentrated Turks in a furious *rafale*. In all my long experience of the miserable scenes of war I have seen nothing finer than the retirement of the Turkish infantry. Just as the men sauntered into action so did they saunter out beneath this seething punishment. In the foreground of the drawing are Turks in extended lines marching back slowly under the shrapnel-fire. In the background are the twin peaks referred to in the message quoted. Between the peaks, in the background, are massed Turkish reserves. To the right of these are Turkish artillery in action, and more reserves; in front of these is seen Turkish artillery retiring.

"SAVE FOR THE SAVAGERY OF MAN . . . A PERFECT DAY": THE TURKISH RETIREMENT AFTER LULE BURGAS.

DRAWN BY CYRUS CONN, R.O.L., FROM A SKETCH BY A CORRESPONDENT WITH THE TURKISH FORCES.



"SLOWLY, DELIBERATELY, AND WITH INDOMITABLE DIGNITY THE TURKISH INFANTRY RETIRED": WITH THE DEFEATED ARMY ON ITS WAY FROM THE BATTLEFIELD ON NOVEMBER 1.

In the course of the "Times'" description of the battle of Lule Burgas, which we quote under other illustrations in this number, it is written: "There was no mass formation in the retirement; it seemed as if suddenly the whole downland had become peopled with men in hundreds [who] . . . seemed to care nothing for the rain of metal which swept down upon them. . . . Slowly, deliberately, and with indomitable dignity the Turkish infantry retired. . . . The journey from the front would deserve a description of its own. . . . Almost without intermission for nearly thirty miles we overtook these unfortunate victims of this struggle of nations. . . . Hundreds were dragging their weary way on foot, and seemed to have had no food. . . . It is a case of 'straight from the bench and the plough,' and from the last straight to the battlefield. Many of the conscripts looked as if they were handling their weapons and accoutrements for the first time, but amongst the raw material was a percentage of old, hard-bitten soldiers, whose grey beards and flashing eyes spoke of the racial dignity we have just witnessed on the battlefield. Save for the savagery of man it has been a perfect day." The sketch from which this drawing was made was drawn on November 1, during the Turkish retreat.

THE CAMERA AS WAR-ARTIST: NEAR-EAST NEWS-PHOTOGRAPHS.

PHOTOGRAPHS BY C.N., NEWSPAPER ILLUSTRATIONS, AND OTHERS.



NOW UNDER THE GREEK FLAG: THE FAMOUS WHITE TOWER OF SALONICA,
A GATEWAY OF CHRISTIANITY.



IN THE MOST IMPORTANT TOWN TAKEN BY THE GREEKS: AN ANCIENT
TRIUMPHAL ARCH AT SALONICA.



AFTER DRIVERS AND HORSES HAD BEEN KILLED BY BULGARIAN SHRAPNEL DURING THE RETIREMENT: ABANDONED TURKISH GUNS
AFTER THE MOMENTOUS BATTLE OF KUMANOV.



THE FEEDING OF THE BULGARIAN ARMY BEFORE ADRIANOPOLE:
A FIELD-KITCHEN ON THE HILLS OUTSIDE THE TOWN.



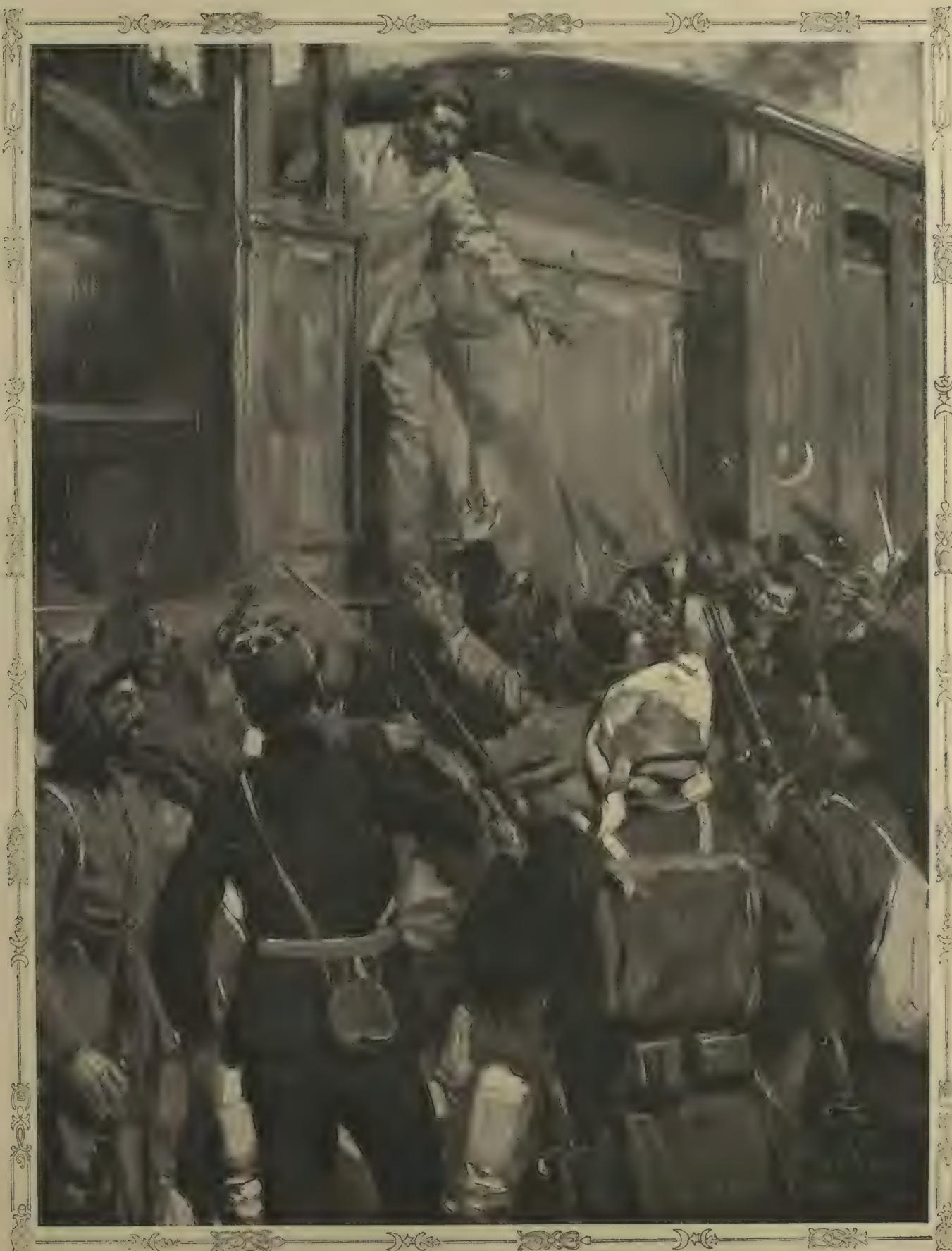
CAUSE OF A HEROIC ACTION ON THE PART OF BRITISH RED CROSS WORKERS:
THE EXPLOSION OF A POWDER-MAGAZINE AT OLD ANTIVARI.

Speaking at the Lord Mayor's Banquet, on the evening of November 9, Mr. Asquith confirmed the report that Salonica had capitulated, saying: "Salonica, through which Christianity first entered Europe, is occupied by the Greeks." The town ranks in importance second only to Constantinople. In the third century B.C. it was a Roman colony, and it is famous as a scene of the preaching of St. Paul.—It should be noted, with regard to the third photograph given on this page, that all the drivers and horses of the Turkish guns shown

were killed by shrapnel while retiring. Before the photograph was taken the bodies of the men were removed.—The arrangements for feeding the Bulgarian troops were very much better than those made by the Ottoman Government for the feeding of the Turks.—Recently, a powder-magazine exploded at Old Antivari, and the occasion gave two members of the British Red Cross Society opportunity to prove their courage. At very considerable risk, these rushed into the heart of the disaster and carried out wounded Montenegrin soldiers.

AFTER KIRK KILISSE: FRENZIED FUGITIVES DEMANDING PASSAGE.

DRAWN BY CYRUS CUNEO, R.O.I., FROM A SKETCH MADE AT THE FRONT AND SUPPLIED BY SYDNEY ADAMSON.



INSISTING UPON BEING CONVEYED TO CONSTANTINOPLE: STARVING TURKISH TROOPS AND THEIR OFFICERS HOLDING UP A TURKISH MILITARY TRAIN AT BABA ESKI.

Extraordinary scenes followed the great Bulgarian victory at Kirk Kilisse, and such incidents as that illustrated, which occurred at Baba Eski, were by no means uncommon. So frenzied was the rush of the fugitives that the troops, dispersing, abandoned guns, rifles, and ammunition,

despite the fact that a number of officers sought to stem the tide of panic-stricken men by the use of the revolver and the sword. Not long after this came the statement that three hundred Turkish officers and men had been shot for cowardice at Kirk Kilisse.

SCIENCE AND NATURAL HISTORY.



SCIENCE JOTTINGS.

OBESITY AND ITS CURE.

FROM the advertisements in newspapers it would seem that a large part of the population nowadays is haunted by the fear of growing fat. Yet it was not always so. Fashion enters into this, as into other matters, and in our grandfathers' time the typical Englishman of middle age was depicted with no perceptible waist, masses of superfluous fat on his arms and legs, round face and distended neck. Probably this John Bull type came in with the Hanoverian dynasty, all the Kings of which—from George I. to William IV.—were modelled on it, and thus formed a great contrast to the gracefully slender Stuarts, and the "asthmatic skeleton," William III. *Regis ad exemplar.*

None the less, the modern dislike of obesity has reason behind it. Obesity is not only a symptom and herald of many diseases, but is a disease in itself. The due or physiological weight of each individual has been reduced to a formula by Dr. Bouchard, of Paris, and may be expressed in the phrase that the number of centimetres by which the height of a man exceeds one metre is the number of kilogrammes that he ought to weigh. Anyone whose weight exceeds this proportion is obese, and pays the penalty in unworldliness and

observation, that the digestion of food becomes difficult as and when the nervous system is upset. That the tendency to obesity observable in certain families

the work given to it is obviously indicated, and most "cures" begin by reducing the patient's food to the lowest point that can be reached with safety.

The Banting treatment, once so celebrated, thought to improve on this by diminishing the proportion of carbohydrates to proteids in the food taken, on the mistaken belief that fat could not be generated from the latter. So the treatment at health-resorts where there are saline springs aims at the same result by removing from the system as quickly as possible the waste products of digestion; and the exercise cure, which, by diverting the attention, and therefore the flow of blood, of the brain-worker from his nervous system to his muscles, probably operates in the same way.

As to drugs, the only two which can be conclusively shown to have any direct effect upon the weight of the body are extract of the thyroid gland and iodine, this last particularly in its salts of iron and potassium. The seaweed (*Fucus vesiculosus*) which is occasionally used as a remedy for obesity, is employed for that purpose, it may be mentioned, on account of the presence of iodine in its composition. It is interesting to note, by the way



MINE RESCUE - WORK IN BIRMINGHAM UNIVERSITY: STUDENTS, WEARING BREATHING-APPARATUS AND GOGGLES, PROCEEDING ALONG THE ROADWAY IN THE EXPERIMENTAL MINE.

Photos, Sport and General.

is generally accompanied by congenital liability to disorder of the nerves seems to corroborate this.

The methods of treatment hitherto pursued are all based upon this theory of indigestion as the main cause of obesity. If the digestion is weak, to diminish



WITH BREATHING-APPARATUS FIXED, BUT WITHOUT THEIR GOGGLES: BIRMINGHAM UNIVERSITY STUDENTS READY TO ENTER THE EXPERIMENTAL MINE WITH A DUMMY MINER ON A STRETCHER.

BRINGING A DUMMY MINER OUT OF THE ROOM IN WHICH THE BREATHING-APPARATUS IS TESTED IN A SMOKY ATMOSPHERE: BIRMINGHAM UNIVERSITY STUDENTS READY TO ENTER THE EXPERIMENTAL MINE.

slowness of movement. In addition, his lungs are likely to be smaller, and his heart and liver larger than is useful. Heart-weakness, a tendency to colds in the head, bronchitis, and other complaints may possibly follow.

The possible causes of obesity are many, because it has been noted that it often follows recovery from severe illnesses like fevers, pregnancy in women, great loss of blood, prolonged treatment by medicines like mercury and arsenic, and other things. But there seems little doubt that when such predisposing causes are eliminated, the reason for its existence left is most frequently dyspepsia, or, in plain English, indigestion. The obese, says Dr. Gabriel Leven in his little book, "L'Obésité et son Traitement," is always a dyspeptic, and this is borne out by the fact that fat is formed when the oxidation of the food ingested is unduly delayed. He also asserts that the nervous system, and especially the solar plexus, is the great regulator of the weight of the body; and although this is more disputable, it is in some measure confirmed by the phenomenon within everyone's



EQUIPPED AS THEY WOULD BE IF ENGAGED ON RESCUE WORK IN A REAL MINE: BIRMINGHAM STUDENTS IN THE WORKINGS OF THE EXPERIMENTAL MINE.

that this particular seaweed, *Fucus vesiculosus*, the popular name of which is the common bladderwrack, is said to have been used by the ancient Romans for the preparation of an alkaline dye.

There remains the treatment by temperance, or—to use a word less liable to misconstruction—by moderation and the avoidance of excess. Abstinence from no kind of food—neither from alcohol nor from fats nor from sweets—is specially indicated, and exercise, so long as it is not carried beyond the limit at which it ceases to be pleasurable, cannot do good. So Turkish baths, electricity, and massage may be useful, especially if taken under the same safeguards as drugs. Above all, recreation or diversion of the mind, which will give the sufferer from indigestion respite from worry, and sound, but not too prolonged sleep, should be sought. By this treatment, the obese may hope to subside in course of time to his or her physiological weight. Yet "strait is the gate and narrow is the way."

F. L.

KING FERDINAND'S RIGHT ARM: THE BULGARIAN COMMANDER-IN-CHIEF.



WHEN THE FIGHTING WAS AT ITS HEIGHT: THE VICTORIOUS GENERAL MICHAEL SAVOFF.

General Savoff, perhaps above all men, has proved the remarkable fighting strength of the army of which he is Commander-in-Chief, under King Ferdinand. In other words, he has shown that his own firm faith in it was well founded. Only last year, in the course of a speech in the Sobranje, he declared emphatically that the Bulgarian army was

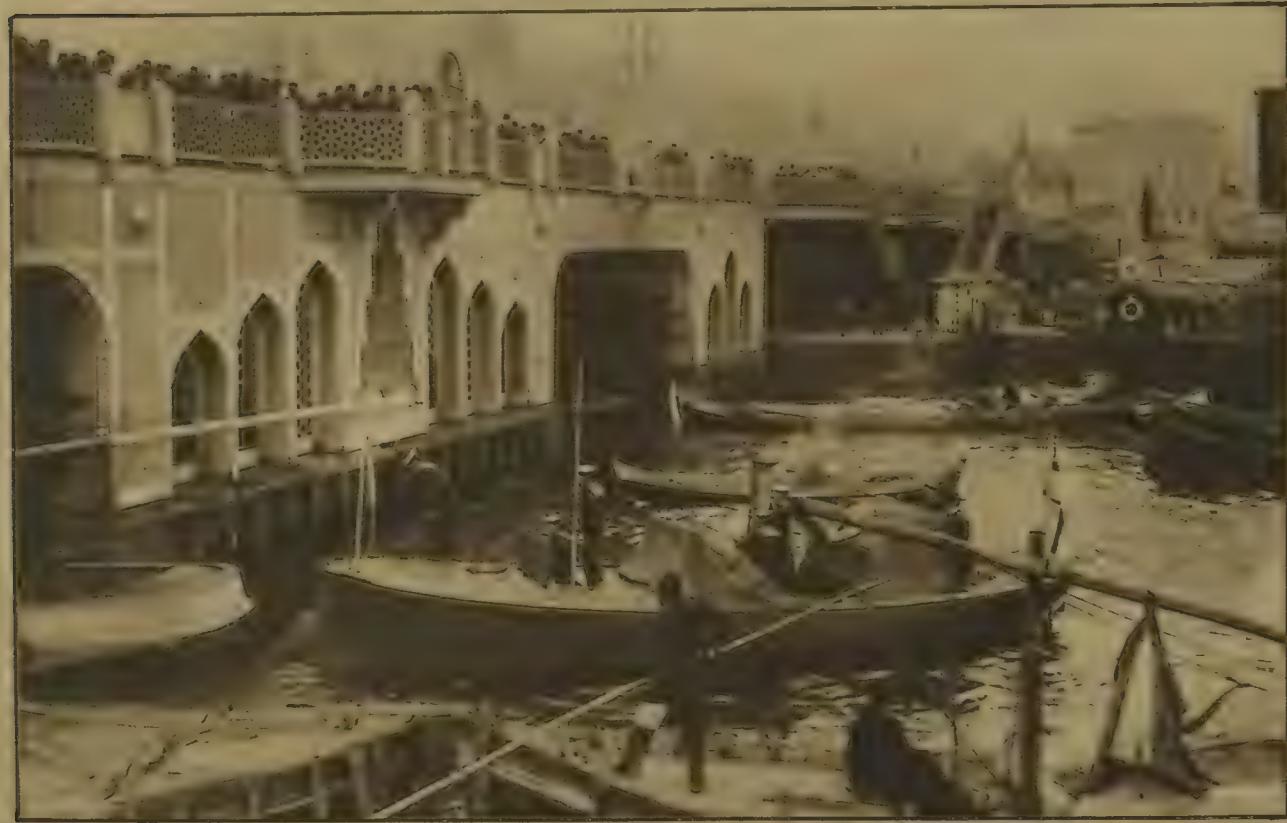
ready for war and able to beat the Turks at any time. He is very popular with the officers and men under his command, and there can be no doubt that the confidence his personality inspires has had a great deal to do with the remarkable, almost unprecedented, success of his country's arms during the Balkan War now raging.

THE FIRST TO ARRIVE: H.M.S. "WEYMOUTH" AT CONSTANTINOPLE.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU



STATIONED, WITH WAR-SHIPS OF OTHER GREAT POWERS, TO GIVE THE EUROPEANS AID IN CASE OF NECESSITY:
THE BRITISH CRUISER "WEYMOUTH" AT CONSTANTINOPLE.



THE WHITE ENSIGN AT CONSTANTINOPLE: THE CAPTAIN'S STEAM-PINNACE ARRIVING AT THE GALATA BRIDGE
FROM THE "WEYMOUTH."

It will be recalled that it was reported on November 3 that the Ambassadors of the Great Powers had asked the Porte's permission for the passage through the Dardanelles of a war-ship of each nation; and that his Majesty's cruisers "Barham," "Weymouth," and "Medea," then on their way to Malta, had received orders by wireless, with the result that their course was changed. The "Weymouth," under Captain Edwin V. Underhill, passed through the Dardanelles on November 5, and on the same evening arrived in

the Bosphorus—the first of the war-ships of the Powers to reach Constantinople. She saluted the Porte with twenty-one guns. Her coming, together with that of war-ships of other Powers, was, of course, a considerable asset in staying the fears of those Europeans who dreaded precipitate action on the part of the mob. The "Weymouth," which was completed last year, displaces 5250 tons and has a complement of 376. Her guns are eight 6-inch and four 3-pounders; while she has two submerged torpedo-tubes.

BAYAZID THE THUNDERBOLT'S VICTORY REVERSED: SERVIANS AT USKUB.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



IN THEIR ANCIENT CAPITAL, WHICH REMAINED IN THE HANDS OF THE TURKS FROM 1389 UNTIL OCTOBER 1912: SERVIAN TROOPS, WITH COLOURS FLYING, MARCHING THROUGH USKUB.



THE SERVIAN ARMY IN POSSESSION OF USKUB, INTO WHICH KING PETER MADE A TRIUMPHAL ENTRY ON NOVEMBER 2: SOLDIERS OF THE CROWN PRINCE'S ARMY SURROUNDING A HOUSE WHILE SEARCHING FOR ARMS.

As a sequel to the battle of Kumanovo, and another between that place and Uskub, the Servian Crown Prince was able to make a bloodless capture of the latter town, and entered it at the head of his troops on October 26. The occupation was of very much more than common interest, for Uskub is the ancient Serb capital. It was in Turkish hands from the time of the battle of Kosovo, on June 15, 1389, when Bayazid the Thunderbolt led the Turks to victory, and robbed the Serbs of their independence. On November 2, King Peter of Servia made his triumphal entry into

Uskub, and received a patriotic welcome from the Mayor, who said of him that he had arrived as the Liberator of Old Servia after centuries of slavery. The ex-Mayor afterwards spoke on behalf of the Turks, assuring King Peter of his fidelity to the Servian régime. It is perhaps unnecessary to remind our readers that Servia, in particular, tied the knot which diplomacy is having so much difficulty in unravelling: her ambition to have a port on the Adriatic has caused considerable embarrassment and discussion, owing to Austria's opposition to such a proposal.

BY MOTOR-CAR TO THE FRONT WHEN SPEED IS TRUMPS: HOW THE MODERN GENERALISSIMO GOES TO WAR.

AFTER A PHOTOGRAPH BY NEWSPAPER ILLUSTRATIONS.



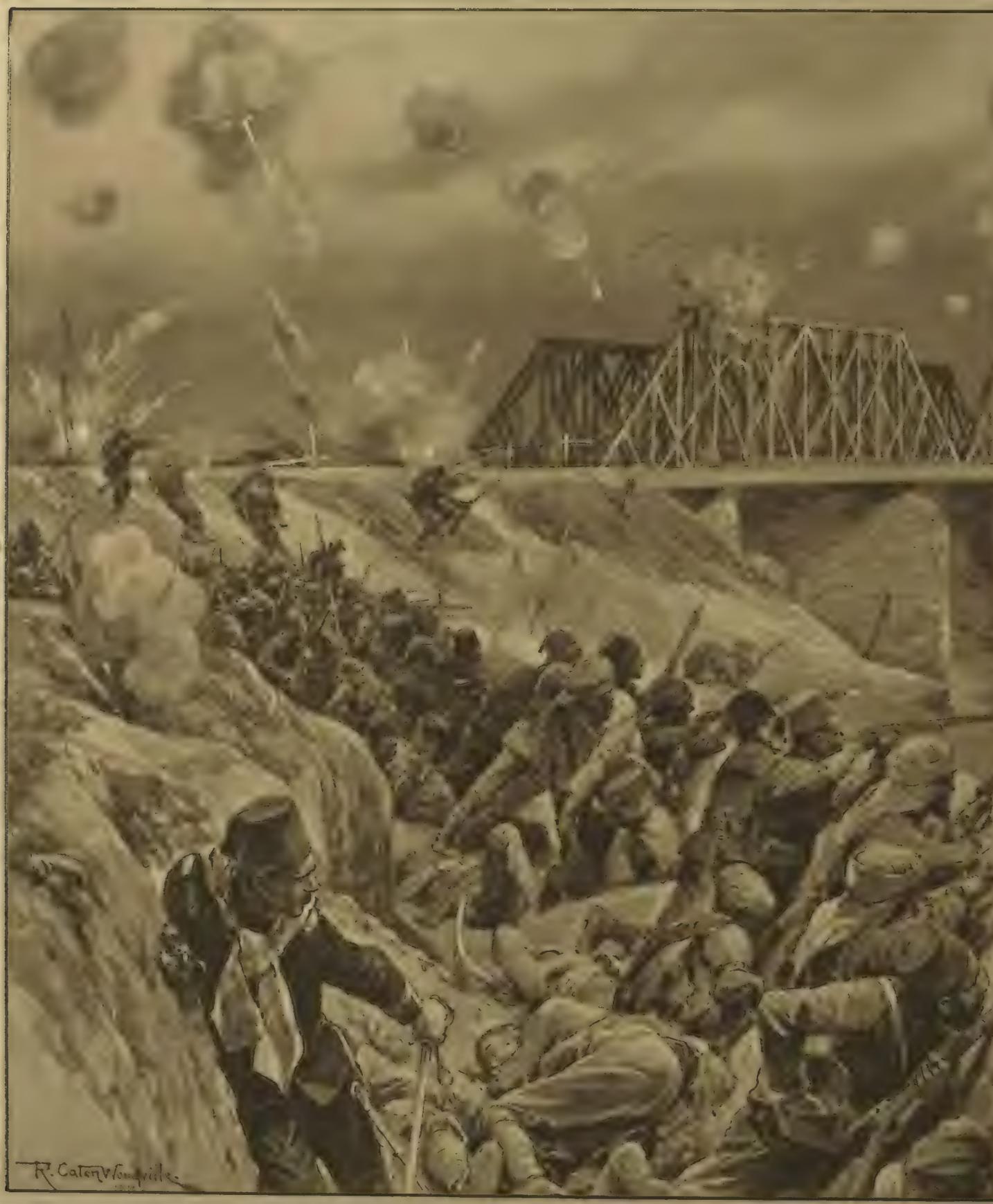
LEAVING HEADQUARTERS TO DIRECT THE BATTLE: THE VICTORIOUS GENERAL MICHAEL SAVOFF, COMMANDER-IN-CHIEF OF THE BULGARIAN ARMY, SETTING OUT FOR THE FIELD.

General Michael Savoff, Commander-in-Chief of the Bulgarian army, under King Ferdinand, was born at Haskovo, in Eastern Roumelia, in 1857. Educated in a Bulgarian School at Gabrovo, and later at Constantinople, he eventually entered the new military school at Sofia in 1878. A year afterwards he became a lieutenant in the Eastern Roumelian army. For four years, from 1881, he was studying in the Academy of the General Staff at St. Petersburg. Then he took part in the revolution of September 1885, which brought about the union of Eastern Roumelia and Bulgaria; and afterwards he commanded the left flank of the Bulgarian position during the battle of Slivnitza. Various military appointments followed, until, in 1887, he became assistant to the Minister of War and began the organisation which has resulted to-day in such extraordinary

victories. Under his control the present military school at Sofia developed exceedingly, and the rearmament of the infantry and cavalry, the reorganisation of the veterinary department and the departments of supply took place. In 1888 he was put in command of the Fourth Brigade. In 1891 he was in the Stamboloff Cabinet, as Minister for War. He retained this position until 1894, and was again appointed to it in 1903. At that time, it is said, he arranged the plan of campaign recently carried out. Five years ago he resigned, that he might go to Paris, where he spent over two years following the latest developments of military science. Only one of his sayings has been recorded during the present war: that is, "Speed is trumps," a maxim recalling Napoleon's "A commander must give no rest either to victors or to vanquished."

THE TRAGIC ROUT OF THE TURKS AT LULE BURGAS:

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY A

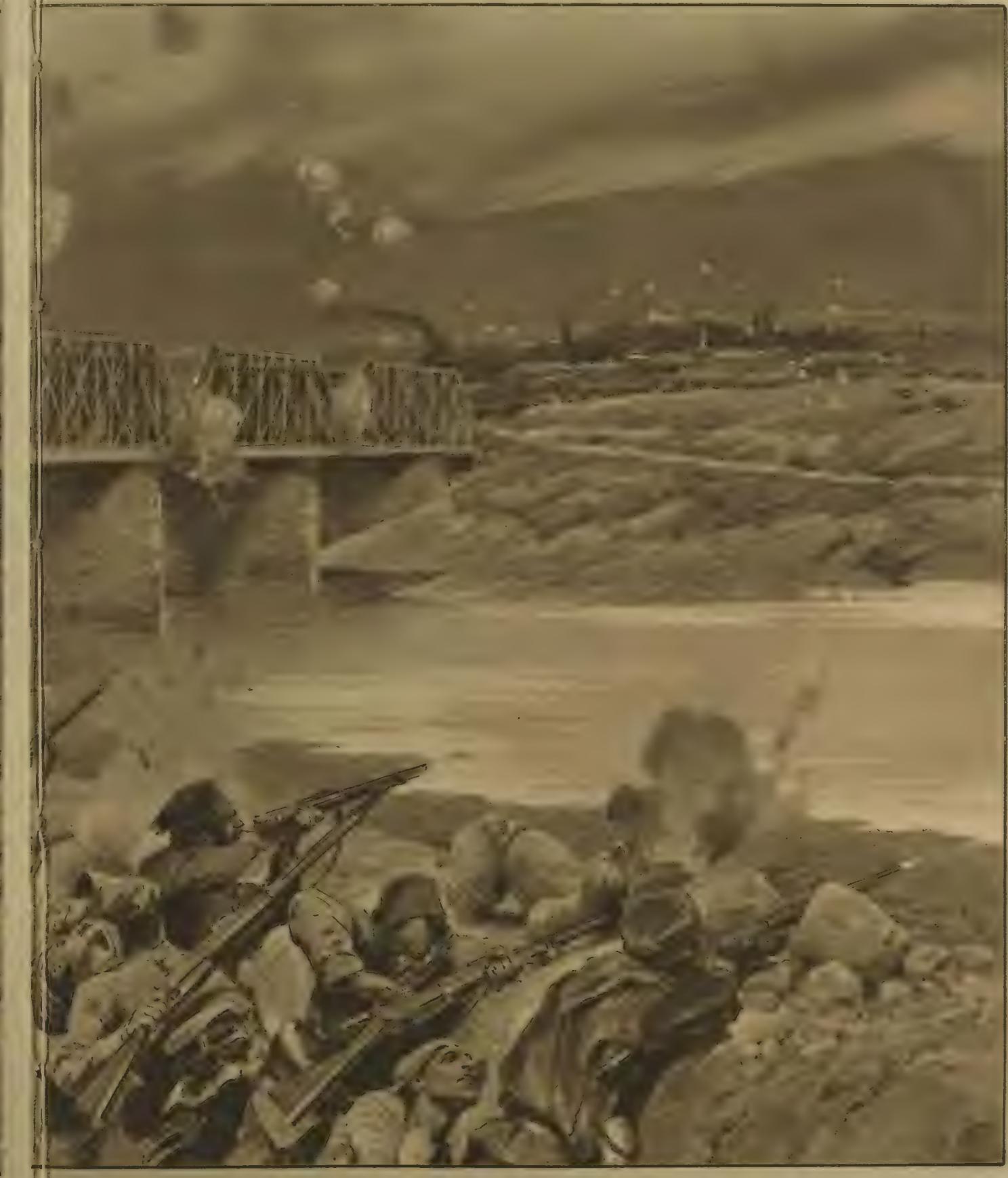


FIGHTING TO PREVENT THE CAPTURE OF THE LINE ACROSS THE RIVER ERGENE BY THE

Describing the battle of Lule Burgas in a despatch dated October 30, the "Times" special correspondent with the Turkish field army said of the incident here illustrated, from a sketch by a correspondent in the field: "The struggle on the left wing of the Grand Ottoman army has been terribly severe; not more severe, perhaps, than in other parts of the field, but I can speak only of what I have personally seen of the operations of the army of the left to-day (Wednesday). Since Monday evening it was becoming clear that the Bulgarians . . . were working their way down with the object of attacking the railway between Baba Eski and Lule Burgas. . . . On Monday they advanced to the attack of the town of Lule Burgas . . . On Tuesday the Bulgarian artillery settled down to a methodical preparatory bombardment of all the Turkish positions in front of Lule Burgas. . . . During Tuesday afternoon . . . the positions in front of

THE BATTLE FOR THE RAILWAY BRIDGE ON OCTOBER 30.

CORRESPONDENT WITH THE TURKISH ARMY AT LULE BURGAS.



BULGARIANS: SOLDIERS OF THE LEFT WING OF THE GRAND OTTOMAN ARMY IN ACTION.

Lule Burgas were becoming untenable. The Turkish advanced guards fell back in admirable order on to Torgut Pasha's main position on the left guarding the iron railway bridge across the river Ergene. . . . Battle was joined in this quarter at dawn on Wednesday. . . . The Bulgarians began by a determined effort to take the railway bridge. . . . There stood out a village and some plantations that mask the approach to the northern extremity of the bridge. The enemy's infantry occupied this dominating point, but Torgut Shevket parried the stroke in time, and the Turks entrenched on guard near the bridge drove back the Bulgarians with a sweeping fire. Towards noon, however, the Bulgarian artillery concentrated its fire on the centre of the position held by the Twelfth Division, as a prelude to the attack. The shrapnel-fire was perfectly timed, and I could see that the Turkish infantry was suffering heavily while this movement was being executed."

LITERATURE



MR. WILFRID WARD.

Whose biography of his father, "William George Ward and the Catholic Revival," was recently republished by Messrs. Longmans, Green and Co.

Photograph by Lalayev.

parts of Asia, the interests of Russia and Great Britain so closely affect each other that the study of books throwing light on Russian life and ideas becomes almost a matter of duty. The general reader, who has perhaps little time for long and serious works, can learn much from the popular illustrated books which publishing enterprise nowadays provides so abundantly. An excellent type of such works is one entitled "Moscow" (A. and C. Black), "painted by F. de Haenen," described by H. M. Grove. Mr. Frederic de Haenen's work is familiar to readers of this paper. His admirable illustrations of Moscow comprise sixteen plates in colour and thirty-two in black-and-white, the whole series putting before the reader, very vividly and picturesquely, not only the aspect of the city itself, but the life and movement of its people. Mr. de Haenen never presents a place uninhabited: he revels in figures, groups, and crowds,

The Colour of Moscow.

Not only in the Near East and in Persia, but in many other

but they would dominate the whole world. This same sentiment has been talked over with me by Russians of all shades of political opinion and of all professions. They may not love England, but they respect her.



A FORTY-TONNER FOUR CENTURIES OLD AND NEVER FIRED: THE TSAR-GUN AT MOSCOW.

"Close by the great bell is . . . the 'Tsar-Gun.' It was cast in Moscow in 1586 by a Russian smith, and weighs forty tons. . . . No shot has ever been fired from it."

MOSCOW.

Painted by F. de HAENEN; Described by H. M. GROVE.
Illustrations Reproduced from the Originals in Colour, by Courtesy of the Publishers, Messrs. A. and C. Black.



OVER THREE CENTURIES OLD AND WEIGHING 200 TONS: THE TSAR-BELL AT MOSCOW.

"At the foot of the belfry . . . stands the Tsar-Bell . . . cast in the days of Boris Godunoff (d. 1605). . . . It was recast in 1735. . . . The scaffolding was set on fire. . . . Cold water . . . which fell on the bell, which was nearly red-hot, caused it to crack so badly that a large piece fell out. . . . Its present weight is just on 200 tons."

From a Colour-Plate in "Moscow."

as well as in the beauties of architecture and broad vistas of streets and buildings. The Kremlin, of course, is in itself an inexhaustible subject both for artist and writer. "I have shown over the Kremlin," says Mr. Grove, "numerous people who have travelled all over Europe, if not over the world, and they unite in saying that it is unique. To compare it with England, it represents Westminster Abbey, St. Paul's, the Tower of London, and the contents of the Tower of London rolled into one. It is the keystone of Russian history." The personal note which Mr. Grove introduces into his descriptions adds greatly to their value, for it indicates a first-hand and intimate knowledge of his subject. Especially interesting are his conversations with Russians about England and the light he throws on Russian sentiments towards this country. Summing up a book by a Russian officer which he translated, he writes: "England has the fleet and the purse, and Russia has a vast army; let the two combine, and not only would they rule Asia,



THE FIRE-DOG IN RUSSIA: THE MOSCOW FIRE-BRIGADE ANSWERING A CALL.

The police-dog we know, but we think of a fire-dog as an article of furniture. In Moscow dogs are used to lead the way for the fire-brigade to the scene of an outbreak, and the horses are trained to follow it.

From an Illustration in "Moscow."

and would far sooner have her as a friend than as an enemy." Mr. Grove's remarks on Russian education from an English standpoint are also of great interest.

Mr. Frederic Harrison's Causeries.

In "Among my Books" (Macmillan) M.Y.

Frederic Harrison writes a delightful series of *causeries*, "sipping like a fly," as Mrs. Browning says his favourite authors. Some of the papers are, however, full-dress reviews reprinted, and there we have the critic in complete armour. All the papers are well worth reading, but we confess to a preference for the first six that give their name to the book. In these Mr. Harrison appears as the bookman at leisure ranging round his well-stocked shelves and taking down now this, now that, favourite volume, on which he makes some wise and pithy remark, linking the work with its neighbours, near or more distant. He is bold, too. In Aristophanes he finds "a more Olympian view of lyricism, a wider range of satire and a grander sense of social and moral justice than in any of Shakespeare's Comedies." Mr. Harrison expects to be called names, "pedant, crank, Early Victorian," for this. But he makes his controversial

"JOHN AYSCOUGH" (THE RIGHT REV. MONSIGNOR BICKERSTAFFE-DREW)

Protonotary Apostolic, whose new romance of old Rome, "Faustula," has been published by Messrs. Chatto and Windus.

Photograph by Whitfield, Cosser, and Co.



IN THE BELFRY FOR FALSE INFORMATION ABOUT WHICH MEN WERE SHOT BY NAPOLEON: KREMLIN BELL-RINGERS.

"When Napoleon was in Moscow, in 1812, he heard that the cross at the top of the belfry was of solid gold, so he had it taken down. However, it proved to be of iron, so Napoleon shot the false informers. . . . The great bell weighs sixty-six tons. . . . The next largest bell weighs thirty-three tons."

From a Colour-Plate in "Moscow."

position perfectly clear. He wishes to administer a prophylactic against our habit of attributing to Shakespeare "a sort of divine infallibility." In an hour when Greek literature is being hounded out of the educational curriculum, Mr. Harrison's vindication of its essential supremacy is thrice welcome. But we fear, alas! that he speaks to deaf ears. His argument, rightly understood, seems to us incontrovertible. And it does no dishonour to Shakespeare, to whose sublime genius ample tribute is paid. Once again Mr. Harrison risks his head when he tilts genially at the Ibsenomaniac rediscovery of Euripides, which he puts in its right place. We are not so sure that he is quite fair to Euripides himself. But it is all a matter of individual opinion. Mr. Harrison's opinions are worth knowing, and there is hardly a page without some good thing, some aphorism or charming confession, with a sly hit in its conclusion. We trust that Mr. Harrison has in preparation another volume of his pleasant and refreshing studies.

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AN ANGLO-GERMAN WAR.

THE 1st March, 1871, had been fixed for the triumphal entry into Paris of 30,000 German troops, after being reviewed at Longchamp by King, now Kaiser, William. This concession to German national sentiment had been stipulated as one of the preliminary conditions of peace. Early on the morning of that day a number of English war correspondents had taken their stand at the Arc de Triomphe to describe the great event. Before long, a troop of Hussars, with a dashing young subaltern at their head, galloped up the long avenue of the Bois de Boulogne, jumped their horses over the chains surrounding the monument, and then drew bridle. They were the advance party of the triumphal army. The correspondents made a rush for the commander of the troop and besieged him with all sorts of questions, but most of all wanted to know his name and regiment, since he had already become quite an historic sort of personage as the first German officer to enter Paris after the long siege. He replied that his name was Bernhardi, and that his regiment was the 2nd Hessian Hussars. Little, however, did those correspondents then dream that this dashing young Hussar officer would one day bloom out into Germany's foremost cavalry General, then mellow down into a military writer second only to Clausewitz, and the author of a book, "Germany and the Next War" (E. Arnold), which is based on the assumption that a conflict between England and Germany is inevitable. That was also the burden of Lord Roberts's much criticised speech at Manchester when he avowed that Germany was only waiting till her sword was long and sharp enough to strike at this country, just as she did with France in '70, and with Austria in '66. That was a very bold thing for a British Knight of the Black Eagle to say straight out to all the world, including the Kaiser; but though General

von Bernhardi is equally positive that war between the two countries is only a question of time, he joins issue with our veteran Field-Marshal on a most important point. For, whereas "Bobs" maintains that Germany will be "the first to strike when her hour has struck," Bernhardi, on the other hand, cherishes the profound conviction that we shall be the aggressors—much in the

downfall," and the former means oversea expansion, which England—so he reasons—will never tolerate. Britain, he holds, is madly jealous of the growing power of her greatest commercial rival, and there must come a day when she will strike before the German navy becomes too strong for her. *Obsta principiis; sero medicina paratur.* Germany's next war, he therefore concludes, will have to be waged with us; "for although we cannot contemplate attacking England" (as Lord Roberts firmly believes they do), "since such an attack would be hopeless, that country itself has a lively interest in checking our political power. It will, therefore, under certain conditions, attack us in order to annihilate our fleet and aid France." There, then, is a clear-cut issue between "Bobs" and Bernhardi—*et qui vivra verra.* But it is more than doubtful whether such an awful conflict, by whomsoever begun, will be witnessed by the present generation at least, though we are living in such an epoch of revolution, change, and warlike wonders as to deter us from being cocksure about anything whatever. For the rest, Bernhardi's able volume is a perfect storehouse of facts bearing on international relations, and at the same time a prose-hymn, such as Ruskin might have penned, in praise of the ennobling, purifying, elevating influence of war as part of the divine machinery of the world.



Photo, Sébah and Joailler.

WILL IT ONCE MORE BECOME A CHRISTIAN CHURCH? THE GREAT MOSQUE OF ST. SÓPHIA AT CONSTANTINOPLE. After the great victories of the Bulgarians over the Turks, and the avowed intention of the former to enter Constantinople, the question suggested itself whether St. Sophia, the greatest example of Byzantine art in the world, would again become a Christian church, as it was before the Mohammedan conquest of the city in 1453. St. Sophia was built by Justinian in the sixth century, on the site of a still older church built by Constantine the Great in 326 A.D., and dedicated to "Eternal Wisdom." The word "sophia" is Greek for "wisdom,"

same way, though he does not specifically say so, as when we sent Nelson to Copenhagen to destroy the Danish fleet and thus prevent it from being forced, or persuaded, into the service of our French foes. Germany, says Bernhardi, has the choice between "world-power and

The new Pavilion on the sea-front at Penzance, built at a cost of several thousands of pounds, proves to be a great attraction. Steps are being taken in the district to resuscitate the Mount's Bay Regatta, formerly noted as one of the finest exhibitions of sailing on the South Coast.

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"Happy is the man who eats only when he hungers, and drinks only when he thirsts."



G. B. Cipriani; Fecit.

Engd. by F. Bartolozzi.

AUTUMN.

"I love to wander through the woodlands hoary
In the soft gloom of an autumnal day,
When Summer gathers up her robes of glory
And, like a dream of beauty, glides away.

How through each loved, familiar path she lingers,
Serenely smiling through the golden mist,
Tinting the wild grape with her dewy fingers,
Till the cool emerald turns to amethyst."—WHITMAN.

"The consequence of indigestion is, that portions of food are kept waiting, untouched by the gastric fluid, until they begin to undergo those changes common to all vegetable and animal matter when placed in a warm, moist, and confined situation, viz., fermentation; the vegetable matter undergoing the acid fermentation and the animal the putrefactive. Strong, healthy stomachs pour out their gastric juice so rapidly and abundantly, that the whole meal is reduced to chyme before the process of putrefaction has had time to begin. . . . When there is unequivocal disorder in the Liver and digestive organs, it will generally be found that the secretions are unhealthy. They must be daily removed from the alimentary canal in order to take away one source of irritation."—E. JOHNSON.

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MUSIC.

PERHAPS the most interesting event in the world of music last week was the successful production in Berlin of Mr. G. H. Clutsam's new opera, "King Harlequin." The German musical critics have spoken in dulcet tones, and the general opinion seems to be that the composer has shown a marked advance in method, and has been responsive to the latest developments of musical thought without imitating any of their exponents. In Herr Rudolph Lothar, Mr. Clutsam has discovered an admirable librettist. It must be very satisfactory to those who believe in the future of the Briton as a musician to find Mr. Clutsam achieving success in what is probably the most critical centre in Europe.

Now that the musical season is at the flood, débuts are plentiful, and a very promising one—Miss Annie Godfrey—made a successful first appearance last week,



A MAIN SOURCE OF CONSTANTINOPLE'S WATER-SUPPLY, REPORTED TO HAVE BEEN CUT OFF BY THE BULGARIANS: LAKE DERKOS.

It was reported recently from Sofia that the Bulgarians had occupied Derkos, a place on the Black Sea some twenty-five miles from Constantinople, and had cut off the city's main water-supply. Later, news came that the third Bulgarian army had advanced into the forest region south of Lake Derkos. The waterworks at Derkos were constructed some years ago by a French company, who received a charter from the Turkish Government.

FROM A WATER-COLOUR SKETCH BY MR. G. C. PEARSON

aided by the New Symphony Orchestra, under Mr. Landon Ronald. Miss Godfrey has the genuine musical temperament, and has been well taught—first, at the Guildhall

Sonata (Op. 31, No. 3), was the most delightful contribution to the afternoon's enjoyment. We cannot all share her admiration for the late Mr. McDowell's compositions to the

School of Music, and then by Professor Auer. She is not, at this stage of her career, in complete control of her resources, nor are those resources complete in themselves, but she is a very interesting young player who, given further study and not too many public appearances in the near future, should claim a high place in years not far distant.

It was a great pleasure to welcome Mme. Carreño last week at a concert given to celebrate the jubilee of her professional career. The enthusiasm of a considerable audience, the generous offering

extent of finding them in place on a programme that includes Beethoven and Chopin. In the week now passing, Mme. Carreño has given a recital with Mr. Backhaus.

The Smallwood-Metcalfe Choir inaugurated its fifth season last week at the Queen's Hall. Choral singing,



WATER WHICH SUPPLIES CONSTANTINOPLE: ANOTHER VIEW OF LAKE DERKOS.
FROM A WATER-COLOUR SKETCH BY MR. G. C. PEARSON.

of flowers, and the rapt attention—due tributes all to an artist of rare distinction—moved Mme. Carreño to emotion. She is one of the greatest of all the pianists that "in dead years have done delicious things," and the wonder is that, in our own day, her gifts show no sign of abatement. Her matchless sense of rhythm often seems to give a fresh reading to familiar work, but perhaps her rendering of a Beethoven

unaccompanied, comes with a strange effect in these days when accompaniment of some kind is well-nigh universal; but if the effect be strange, it is distinctly pleasant. Moreover, there were pianoforte and violin solos to guard against the possibility of monotony—a possibility, it is fair to add, that did not materialise.

The Philharmonic Society has started its hundred-and-first season, the opening concert being under the direction of Mendelburg. Steinbach has made his second appearance with the London Symphony Orchestra. During the week now drawing to a close, Brighton has been enjoying an ambitious musical festival under the direction of the Corporation, which is desirous of helping Brighton and helping music at the same time. The programme includes a concert performance of "Carmen," and to-day (Saturday, 16th), there will be an afternoon as well as an evening concert. Some of our leading composers and conductors are taking part in the concerts.

In giving a portrait of the late Dr. James Gairdner, the eminent historian, in our last issue, we inadvertently ascribed the photograph to Messrs. Elliott and Fry. In reality, it was one by Messrs. Russell.

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LADIES' PAGE.

HER Majesty the Queen has once more proved her personal interest in the work of that excellent national charity, the Needlework Guild, organised and carried out by women, for which the Queen herself, most of the Princesses, and thousands of others stitch and knit throughout the year. Each member binds herself to send in three new garments annually; and these are distributed to the poor through hospitals, the clergy, and organised charities. The Queen, wearing a business-like apron, devoted several hours personally to inspecting the garments and supervising their distribution.

Lord Rosebery has publicly expressed an opinion that is very widely held—namely, that the Queen Victoria Memorial statue is not worthy of its great object. The stout and aged figure of the Queen herself, seated, not only on a level with, but hardly any larger than, the figures in the allegorical groups which are on the other three sides of the monument, might well be an emblem of motherhood or of venerable age; and one looks upward instinctively, but in vain, for an imposing presentation of the subject of the Memorial, distinct from these allegorical groups, and is disappointed. A large portion of the fund raised by the people of the Empire for the Memorial of the great Queen has been used to beautify Buckingham Palace and its surroundings. Her real memorial still remains in the records of her career; the heart of gold, the will of steel, enclosed in a tiny woman's form; the character already developed charmingly in the girl of scarce eighteen, who wrote in her diary on the day of her Accession: "I shall do my utmost to fulfil my duty towards my country. . . . I am sure that very few have more real desire to do what is fit and right than I have"—and still active and capable when once more, an aged Queen, after sixty years' rule, she reiterated her determination to "serve my beloved country as long as my life shall last." Here is the memory that grows in the esteem, the more intimate the records that are revealed.

Is it a correct principle, when a great personage dies at an advanced age, to represent upon a memorial the face and figure as they were at the end of the long life? The Kaiser, when a memorial to his mother was erected at Homburg, directed that the sculptor should follow a portrait taken of her at the age of forty. This seems a good period to select; it is the prime of life, when experience and thought have developed the countenance, and yet Time has not destroyed the contour of the features or thickened or bent the form. Queen Victoria herself provided that her tomb should show her effigy at that age. When her handsome and good husband died in his prime, at the age of forty-two, she took this matter out of the hands of posterity by ordering the preparation of her own effigy at the same time with his, and, of course, representing her as she was at the same age. So that, although she lived nearly as many more years, it is not the stout figure and heavy countenance of old age that are shown in her image reclining beside the effigy of the Prince upon the Mausoleum at Frogmore, but a presentation of Queen



THE LATEST STYLE IN SHORT COATS.
Grey velours-de-Nord builds the coat, which is of the new length; a deep plastron, cuffs, and tie of sable complete the design. The neat toques are both in velvet, fur-edged, and are specially suited for skating.

Victoria as she was known to her people in the prime of her era; and surely, like most of her decisions, this was right and wise.

Mr. Mark Wilks, who was imprisoned because he did not pay the income tax on his wife's income, was soon released, and it seems possible that, owing to the attention thus drawn to a scandalous injustice, the law may be amended. That the present income tax regulation, that a man must lump his wife's income with his own for taxation, thus preventing the abatement being claimed that the very same incomes would receive if the couple were not married, is an impost on marriage, and a special super-tax inflicted on those who are fulfilling the onerous task of bringing up the next generation, I have previously pointed out. Now, that it is a very large and serious super-tax on married persons is avowed by the Exchequer officials, who candidly state that the reason for continuing to count husband and wife as one in this respect is that to tax them the same as if they were two single persons would bring about a heavy loss in revenue. This great sum, whatever it be, is plainly the married people's super-tax, a money penalty laid on legal marriage in our State. What is really required now is a brief Act of Parliament to abolish "coverture"; that is to say, to declare that a married woman always stands as an individual before the State, with separate powers, and therefore carrying all her own consequent liabilities. This separate existence is already admitted as regards property by the Married Women's Property Act of 1882, which, I believe, all lawyers now approve.

A bride of last week—Miss Ainsworth, sister of Lady Massereene and Ferrard—made a striking and successful departure from convention in costume by wearing much gold in her bridal array. Her wreath was not the time-honoured chaplet of orange-blossom and myrtle, but a fashionable gold bandeau, the design the myrtle-leaf, it is true, but the rich colour standing out effectively as it held in place a very old Brussels lace veil, yellowed with the passage of time. Gold brocade also formed her gown, with a corsage built of old lace which was draped over the front of the figure, then carried over the shoulders to fall as a cape far down over the golden train. Another bride, Miss Tyrer, of Chester, has also ventured to abandon the white of yester-year; she went less far from tradition, however, as her wedding-gown was of silver brocade; the train of this rich material was entirely undraped, and fell from the shoulders, ending in a deep point on the ground. Miss Tyrer is a famous horsewoman, one of the few ladies who have won a point-to-point race, and the whips of the Hunt that she usually follows ride in their pink at the carriage-doors. It is not surprising that the metallic fabrics should be taken into the favour of brides, since every evening-party, and many day-gowns, too, prove how smart, stately, and becoming is the effect of the tinselled fabrics, which are made so pliable and gracious in fold and drapery, now. Still, there was a symbolism in the adoption of white—innocence and maidenly qualities were implied—and also in the orange-blossom, that it is, perhaps, on poetic grounds, a pity to depart from at weddings.

FILOMENA.

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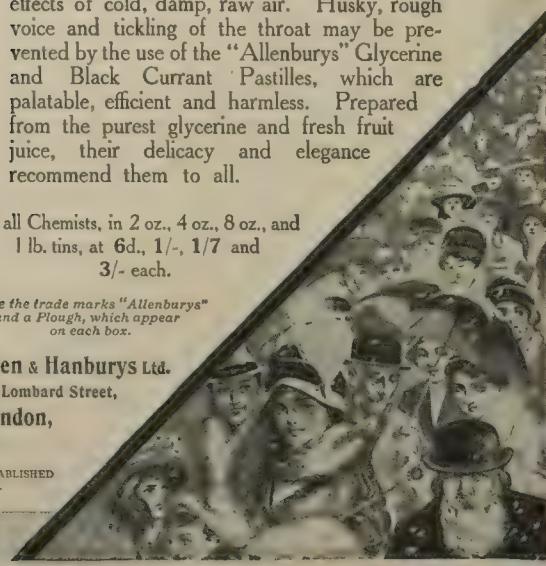
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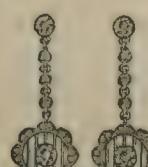
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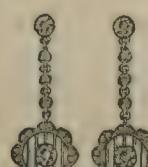
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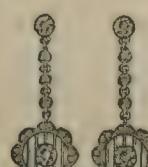
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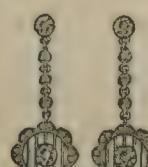
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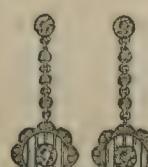
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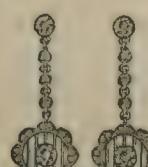
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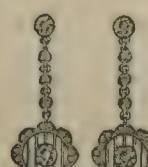
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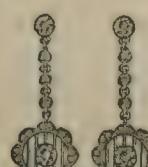
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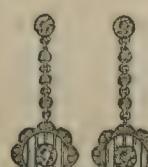
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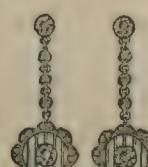
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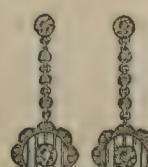
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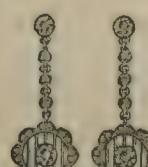
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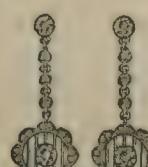
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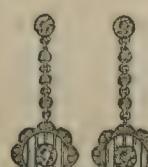
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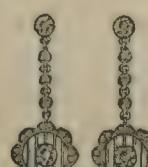
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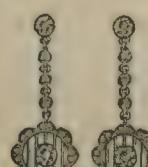
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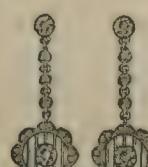
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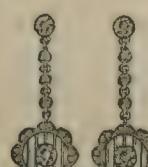
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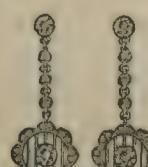
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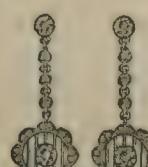
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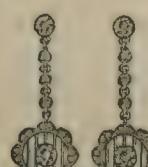
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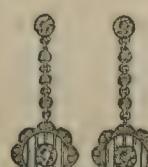
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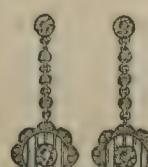
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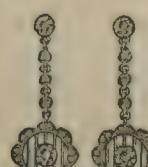
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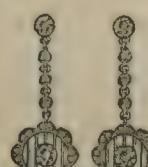
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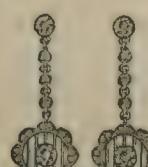
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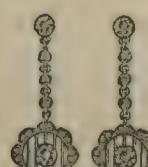
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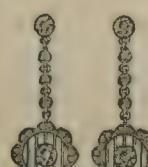
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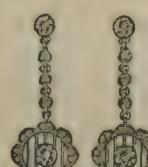
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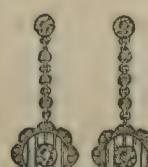
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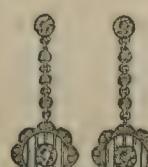
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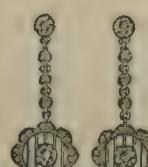
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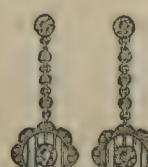
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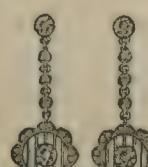
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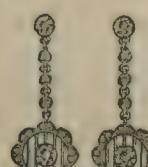
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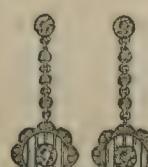
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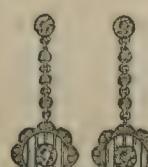
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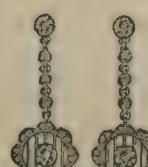
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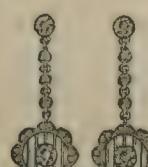
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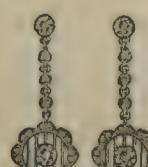
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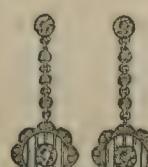
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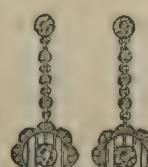
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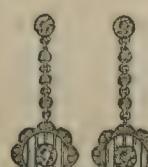
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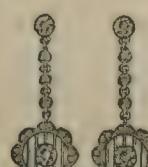
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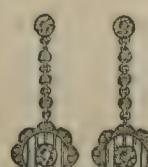
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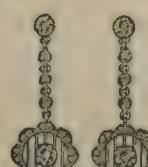
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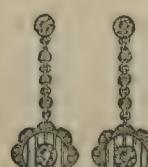
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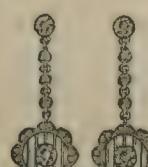
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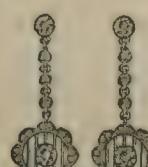
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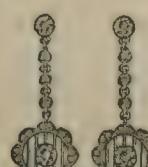
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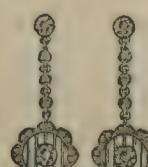
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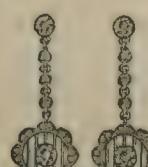
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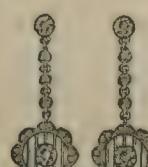
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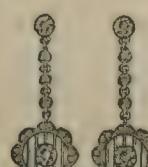
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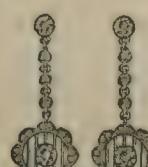
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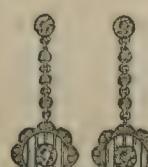
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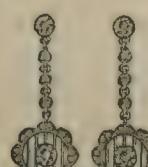
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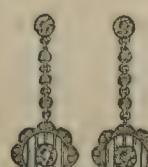
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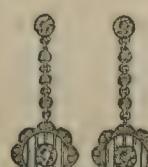
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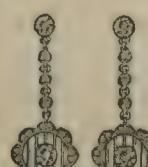
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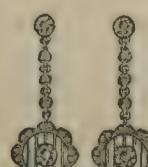
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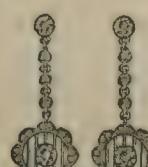
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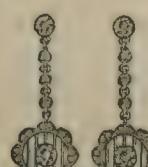
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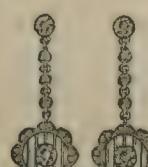
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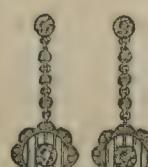
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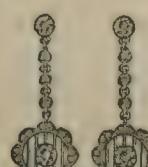
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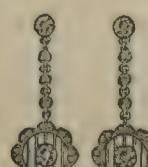
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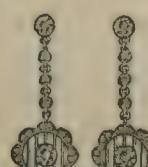
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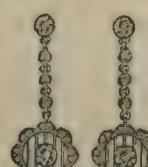
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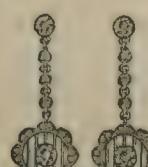
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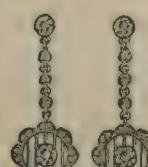
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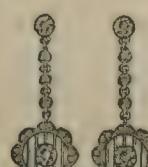
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THE PLAYHOUSES.

"INSTINCT" AT THE DUKE OF YORK'S.

IT cannot be said that "Instinct," the newest play of M. Kistemann, author of "The Turning Point," adds perceptibly to his reputation. Like the St. James's piece, it belongs to the type of drawing-room melodrama, but it is interesting only on account of its theme, and the treatment of that is not rendered plausible. The main situation turns on the dilemma of a physician called in to operate on a man whom he believes, mistakenly, to be his wife's lover; he refuses to act at first, but no sooner does he come into the presence of his patient than the instinct of his profession asserts itself. The attitude of the wife towards each of the two men is not made at all clear, and her remarks in respect of both, and feelings as expressed, are curiously self-contradictory. On the one hand, she has a great tenderness for her lover, just because he is weak and helpless, and she lies and is guilty of subterfuges for his sake. On the other hand, though she has a horror of her husband's work, and resents the stern severity of his disposition, she is, nevertheless, supposed to be devotedly attached to him. When he objects to helping the young man who has collapsed in her room, and she has raved at him for being a brute, etc., etc., she asks, "Does he [i.e., her husband] not know that I have



YOUNGEST DAUGHTER OF THE FUTURE PRESIDENT OF THE U.S.A.: MISS ELEANOR RANDOLPH WILSON, BORN IN 1890.

loved him always?" A play so entirely theatrical in its character-drawing and in its aim at effects must, if it is to be telling, be acted with tremendous vigour. Mr. Aubrey Smith, in the current Duke of York's production, shows authority as the medical hero, and conveys the impression of strength and violent jealousy; but, unfortunately, Miss Lilian Braithwaite's methods are altogether too gentle, and, it must be added, artificial, to make the wife's great hysterical outburst in any way convincing. Mr. Barrie's delightful comedy, "Rosalind," sole survivor of the triple bill, follows "Instinct" in the programme, and



SECOND DAUGHTER OF THE FUTURE PRESIDENT OF THE U.S.A.: MISS JESSIE WOODROW WILSON, BORN IN 1887.

Miss Irene Vanbrugh in the title-role continues to present one of her most charming creations.



TO BE MISTRESS AT THE WHITE HOUSE: MRS. WOODROW WILSON, WIFE OF THE FUTURE PRESIDENT OF THE UNITED STATES.

Photographs by Davis and Sanford.

THE FUTURE MISTRESS OF THE WHITE HOUSE.

MRS. Woodrow Wilson, who, in the natural course of events, will succeed Mrs. Taft as mistress of the White House at Washington, was married to Dr. Woodrow Wilson, the future President of the United States, in 1885. Their family consists of the three daughters whose portraits are here given. Mrs. Woodrow Wilson was formerly Miss Ellen Louise Axon. She is keenly interested in political and social questions, and is an accomplished amateur artist. Her daughters take after her in both respects.

Extra services to the Riviera are announced by the South Eastern and Chatham Railway in connection with the Dover-Calais and Folkestone-Boulogne boat-trains. The 9.0 a.m. "Côte d'Azur" Day Rapide from Paris to Marseilles, Cannes, Nice, Monte Carlo, Mentone, etc., and the Mediterranean Express Train-de-Luxe from Calais now run daily. The annual Christmas excursion to the Riviera via Folkestone and Calais is booked to leave Victoria at 12.30 p.m. on Dec. 23. The outstanding feature is the creation of a daily service to the Riviera for second-class passengers. This leaves Charing Cross at 9.0 a.m., via Dover-Calais, and reaches Cannes and the other Riviera resorts in from twenty-eight to thirty hours.

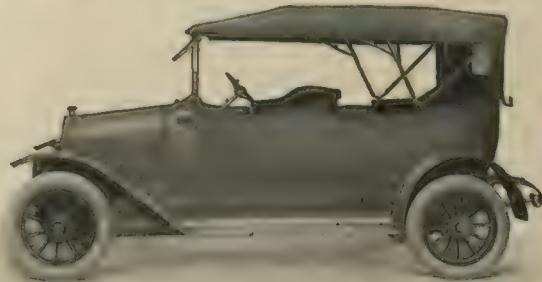
One of the most interesting features of our issue of Nov. 2 was Mr. A. C. Michael's picture illustrating the headquarters of a commander-in-chief directing a big battle under modern conditions of warfare. In our note beneath the drawing we quoted from a story called "The Point of View," by "Ole Luk-Oie," published in *Blackwood's Magazine*, a description appropriate to the scene. It will, doubtless, interest our readers to know that this story is included in a new shilling edition of "Ole Luk-Oie's" war-tales, entitled "The Green Curve," lately published by Messrs. Blackwood.



ELDEST DAUGHTER OF THE FUTURE PRESIDENT OF THE U.S.A.: MISS MARGARET WOODROW WILSON, BORN IN 1886.

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The above very excellent Torpedo five-seater 18-22, model K4 N.A.G., (26 h.p. on the brake), painted a delightful shade of slate-blue with brown upholstery, kopala-pancho and adjustable screen, Dunlop tyres, 820 x 120, all-round non-skids and grooved, 2 acetylene headlights and separate generator, 2 side lamps, tail lamp, horn, Improved Stepney with flange attachment and Dunlop tyre. Jack, pump, tyre-levers, spares, capital kit of tools. Absolutely complete and ready for the road.

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NEW NOVELS.

"Mary Pechell," Mrs. Belloc Lowndes, deserting eerie studies in criminology for the time being, has reverted to an earlier manner in "Mary Pechell" (Methuen). There are criminals, to be sure, in the story; but their lapses from the path of virtue are only accessories to Mary's romance. The plot has some curious flaws, unusual in Mrs. Lowndes's neatly turned novels. It is scarcely credible that Richard Caryl, who had very good reasons for concealing his identity, should have returned to the home of his ancestors so thinly disguised in a grandfather's patronymic that is, if he knew anything at all about the social inquisition of an English countryside. As a set-off to this weakness, we have Lady Susan, a lively study of an old lady true to her British type, and the subsidiary plot of Miss Rose Charnwood and Colonel Star, which is a pretty, pathetic story that is worked out with due consideration for the feelings of sympathetic readers "Mary Pechell."

lost for love. It is just a little disappointing to find Mrs. Lowndes assuming the office of a guide to excursionists in this delectable country: there are lesser novelists who would serve. "Mary Pechell" is an entertaining novel, if

slips in and out of the pages; but we see too little of him, and only hear of his quiet home and the leversets. In the same way the revivalist fever of the eighteenth century is sketched in lightly; but as it leaves the revengeful spirit of Mrs. Marshlow, its principal convert, untouched, it cannot have been introduced for the purposes of the plot. Miss Fox's book is, perhaps, rather a series of pictures than a conventional novel, but its human interest is vivid, and the manner of its execution proclaims "The Bountiful Hour" (The Bodley Head) a literary success.



IN THE HEART OF THE CANADIAN CAPITAL, OTTAWA—SHOWING THE GOVERNMENT BUILDINGS ON THE LEFT AND THE CHÂTEAU LAURIER ON THE RIGHT.

The Château Laurier is the great hotel recently built by the Grand Trunk Railway Company, who are inaugurating a chain of hotels across the continent, at various important points on the line, including the Fort Garry Hotel at Winnipeg. The Château Laurier, which cost £400,000, lies in luxury and cuisine with the great hosteries of Europe. On the extreme right of the photograph may be seen a corner of the Grand Trunk Central Station.



ONE OF THE BEAUTIES OF OTTAWA: MAJOR HILL'S PARK AT THE BACK OF THE CHÂTEAU LAURIER.

leaves realism severely alone. It belongs to Kipling's regions of the blest—the land of the people that live happily ever after, and of the happy couples who find the world well

of Luttrell—our attention is captured by the breathing, lovely figure of Charlotte in her passing dreams, her moods, her childish terrors and adventures. Gentle Mr. Cowper

is nothing more; and next time, perhaps, her creator will return to the method of "Studies in Wives" and "The Chink in the Armour."

"The Bountiful Hour." Marion Fox's

writing; she is a new writer, but she has already established herself in the little group of living novelists whose work has a distinctive grace. Her soft half-tones and nebulous outlines are reminiscent of the method of the late Miss Mary Coleridge, and when that is said it will be clear that Miss Fox has a claim upon those who are jealous for the quality of English fiction. The story is quite subsidiary in interest to the characters: it is not so much a matter of importance whether Charlotte was, or was not, to be the legal wife



THE INTERIOR MAGNIFICENCE OF OTTAWA'S GREAT HOTEL, THE ROTUNDA IN THE CHÂTEAU LAURIER.

their work. Messrs. Samuel Brothers likewise made the liveries for one of the present Sheriffs, Mr. Alfred Louis Bower.

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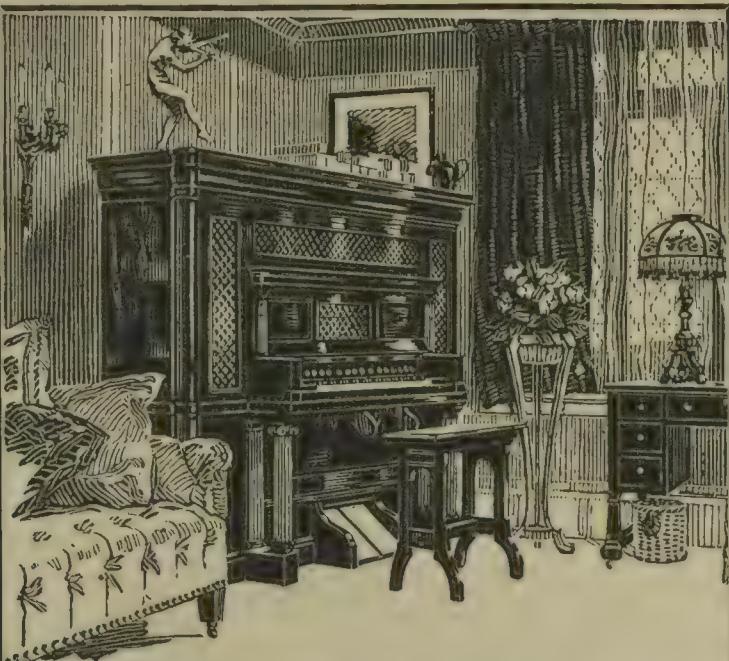


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It is the only single instrument in existence that can arouse and stir you as does the inspiring music of a military band or a full orchestra. Moreover, the Aeolian Orchestrelle—like the Pianola—may be played without any knowledge of music. Though one of the most artistic of all musical instruments, it is just as available to the untrained music-lover as to the skilled musician.

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ART NOTES.

THE homecoming of the Layard pictures brings to a head the one remaining problem of hanging at the National Gallery. Already the large Venetian gallery is abominably overpacked. Bellinis, Titians, and Tintoretos are fitted into place as tightly as blocks in a puzzle-picture; frames touch and even the skiey "Origin of the Milky Way" is crushed by a heavy picture a-top. The least important of the Dutch paintings have elbow-room; the Venetians none. And the Dutchmen, cramped in style, make no such demand for space as do the spacious Masters. The small interiors, full of detail, were painted for small interiors. Dutch collectors in the seventeenth century must often have had packed walls, and such packing matters no more now than it did then. Tintoretto and his kind want more room, however. With the accession of the Layard group, a new scheme will be devised; and for the first time the twenty or so Venetian paintings of first-rate importance will receive some sort of preferential treatment.

If Mr. Masefield's Dauber had known the marine pieces of the Chevalier de Martino, could he have said that ships and the sea "had never been done properly"? By all accounts, the Chevalier's spars are in order; sailors approve him. But the Dauber's verdict would not have been changed by a visit to the exhibition at the Rooms of the Fine Art Society. Accurate these sketches are, as far as they go; but it is an immense accuracy, a multitudinous accuracy, that must cope with such subjects to the satisfaction of large expectations. These studies fall in with the regulation descriptions; one thinks of the chalked board at Victoria Station—"Calm," "Smooth," "Fresh," "Choppy," the conventional words that only remotely reveal the truth. The de Martino seas go further than that. They serve

to a nicety for the illustrations and amplifications of a yachtsman's reminiscences; they are things that all admirals may safely take with them into retirement, without being pursued by the boomerang of waves and the more complex impressions of the element. The admirals and the sea-painter are alike in making the best of their situation. It is as a thing mastered for naval reviews, for pleasure-trips, for use, that they look upon the sea.

You cannot run a battle-ship on the strength of the pathetic fallacy; and it is easier for a painter of moderate talent to follow the able seaman than to launch himself on deeper waters. The Chevalier de Martino was an ideal Marine Painter to the King: he took nothing but the Court and the official view of the English Channel, and probably knew as much about flags as his royal master about medals and uniforms.

Mr. Maxwell Armfield's smaller drawings at the Carfax Gallery are attractive because they are accomplished. They have finish and touch, and delicate purpose. But, like many artists who find ease and freedom in one particular mode of work, Mr. Armfield fails in another, the larger and more realistic field of portraiture. Singers cannot shout: a great tenor may be a duffer at calling a cab. Mr. Armfield, when he is artificial and fanciful, is happy enough; when he sets to and paints a matter-of-fact portrait, his art is stricken. In the same Gallery Mr. Paul Nash exhibits a score of curious and interesting experiments in black-and-white. His titles suggest the nature of his subjects, or, at least, recall the prevalent atmosphere to one who has seen them—"The Falling Stars," "The Pyramids in the Sea," "The Dark Garden," "Between the Trees," "The Three," "The Field Before the Wood," "A Landscape under the Moon"—these suggest that Mr. Nash is aware of situations, of the strangeness of place and time.

E.M.



THE OCCASION OF MR. ASQUITH'S IMPORTANT PRONOUNCEMENT ON THE BALKAN WAR:
THE LORD MAYOR'S BANQUET IN THE GUILDFHALL.

On another page we quote the most memorable sentences from Mr. Asquith's speech, in which he referred to the general opinion of Europe being unanimous that the Balkan allies should not be robbed of the fruits of victory, and alluded to the friendly relations of this country with the other Powers. In the photograph may be seen, from left to right, Mr. Asquith, Mrs. Asquith, Sir Thomas Boor Crosby (ex-Lord Mayor), Sir David Burnett (the new Lord Mayor), Lady Burnett, and Lord Haldane (the Lord Chancellor).

For them it is a profession, not an emotion. They do not, with the poet—

Look out
To where, upon the desolate verge of night,
Yearned, pale and vast, the iron-coloured sea.

Mr. John Long's "6d. net (cloth) novels," by well-known popular writers. We have received two by Guy Boothby, "A Cabinet Secret" and "A Bride from the Sea," and one by Florence Warden—"The Matheson Money."



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This simple and serviceable appliance is indispensable to the comfort of mother or nurse wherever there is an infant or invalid.

Used in conjunction with Clarke's "Pyramid" Night Lights it keeps the food warm and palatable all through the night, and diffuses a peculiarly soft light which will not interfere with the repose of the most sensitive sleeper. The Improved Pannikin (Registered)

OBVIATES THE TROUBLE OF RISING IN THE NIGHT

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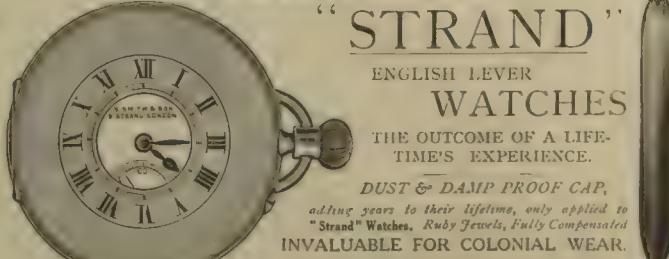
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Watch and Chronometer Makers to the Admiralty, etc., etc.



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ENGLISH LEVER
WATCHES

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DUST & DAMP PROOF CAP,

adding years to their lifetime, only applied to "Strand" Watches. Ruby Jewels, Fully Compensated CRYSTAL, Side View.

18-ct. GOLD (Full or Half-Hunting Cases), £16 16 0
CRYSTAL, £13 15 0
STERLING SILVER FULL HUNTER, £6 6 0; HALF-HUNTER, £6 15 0; CRYSTAL, £5 5 0
New Model, Flat and Compact, 18-ct. Gold Full or Half-Hunting Cases, £21; Silver Cases same price.

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WITHOUT DUST AND DAMP PROOF CAP.
HOLDERS OF SIX ROYAL WARRANTS OF APPOINTMENT
AWARDED HIGHEST NUMBER OF MARKS, 914, AT KEEW FOR ENGLISH WATCHES, 1912.

Write for ILLUSTRATED CATALOGUE "M." OF WATCHES, CLOCKS, and JEWELLERY.

WILLS AND BEQUESTS.

THE will (dated Dec. 11, 1911) of LADY LINDSAY, wife of Sir Coutts Lindsay, Bt., of 41 and 42, Hans Place, who died on Aug. 4, is proved by Miss Anne Helen Lindsay, daughter, Lord Rothschild, cousin, and Eustace H. Barlow, the value of the property being £184,495. The testatrix gives an annuity of £500 to Sir Charles H. Miller, Bt.; £1000 to Charles Henry Lord; £100 each to the executors; and the pictures in her drawing-room are to be offered to the National Gallery. The residue goes to her daughters, Anne Helen and Euphemia.

The will (dated Nov. 8, 1909) of MR. JOSEPH JONES, of Coton House, and of Wolverhampton, Mayor in 1887, who died on Sept. 12, is proved by his sons and son-in-law, the value of the real and personal estate being £206,191 10s. He gives fifty shares each in the Wolverhampton Corrugated Iron Company to his daughters, Kate Phyllis Bantock and Edith Mary Jones; £500 each to his sons-in-law, Albert Baldwin

and Midland Counties Eye Infirmary; certain books to the Wolverhampton Free Library; and the residue to his children.

The will and codicils of DAME GEORGIANA BROWNLOW, of Warfield Hall, Bracknell, Berks, who died on Aug. 24, are proved, and the value of the estate sworn at £302,193. The testatrix bequeaths £50,000, the balances at her

£3000 to Baroness Berkeley; other legacies; and the residue to her husband should he survive her. In the event of his predeceasing her, then the residue goes to her sister-in-law Katherine Selina King.

The will and codicils of MR. EDWARD HENRY HOOPER, of Bridgwater, Somerset, who died on Aug. 11, are proved, and the value of the property sworn at £79,196. The testator leaves one-fourth of his estate in trust to pay the income thereof to his wife during widowhood, or £50 a year should she again marry, and subject thereto as to four-tenths to his son Douglas and three-tenths each to his daughters by her, and the remaining three-fourths as to one-eighth each to his sons Edward Henry and Cecil, and one-eighth in trust for each of the six daughters of his first marriage.

The will of CAPTAIN GUSTAVUS FRANCIS HIGGINS, D.L., J.P., of Turvey House, Turvey, Bedford, who died on July 4, is proved, the value of the estate being £50,232. He gives his jewels and personal



Photo, Illustrations Bureau.

THE BULLDOG AS A LADY'S PET: LADY DOROTHY DOYLY CARTE WITH EYOT EXCHANGE AT THE LONDON BULLDOG SOCIETY'S SHOW. The twenty-first annual championship show of the London Bulldog Society was held on the 8th at the Royal Horticultural Hall. Mrs. A. Mayor's Wroxham Silent Duchess was the winner in both classes of female puppies, and in those of maidens and novices. In the junior class, the first prize went to Mrs. A. G. Sturgeon's Oak Nana, also second in the over 40 lb. open class. It has been pointed out that the bulldog is losing some of his old fighting quality, and tending to be a coddled lady's pet.

bankers, and the household effects, to her husband Field-Marshal Sir Charles Brownlow; £2000 to her sister-in-law Katherine Selina King, and £2000 to be disposed of according to her known wishes; £2000 to Major Robert H. H. Tary; £1000 to Clement St. G. Litterdale, and legacies to servants. The residue she leaves to her husband for life and then £20,000 to King Edward's Hospital Fund; £10,000 to the Charity Organisation Society; £2000 each to the Royal Berkshire Hospital and St. Mary's Hospital; £1000 each to St. George's Hospital, St. Andrew's Convalescent Home, Folkestone, and the Royal Hospital for Incurables; £500 each to the East London Hospital for Children, the Poor of Plaistow, the Plaistow Hospital, and the London Fever Hospital; £20,000 to Captain the Hon. John R. Brownlow; £5000 each to her cousins, Charles Shard, Henrietta Stewart, Sophia A. Stewart, and Dawson Shard;

Photo, C.N.
WINNER OF THE JUNIOR CLASS OF FEMALE PUPPIES
AT THE BULLDOG SHOW: MRS. A. G. STURGEON'S
OAK NANA.

Bantock and Henry O. Noyes, and to his niece Ellen Rebecca Jones; £250 to Henry B. Wyatt; £100 to Isaac Onions; £250 to the Wolverhampton



Photo, Illustrations Bureau.

SUCCESSFUL IN THE PUPPY CLASSES AT THE BULLDOG SHOW: MRS. A. MAYOR AND HER SILENT DUCHESS.

effects, wines and horses, to his mother; £1000 to his sister Adela Kathleen; and the residue to his brother Captain Thomas Charles Reginald Higgins.



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Cheap 15-day 2nd class
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manufacture handkerchiefs and hold
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Per dozen.

Sample Handkerchief, post free, 1s. 1d.

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Information respecting the Change of Name by Royal License and the Granting of Arms by the Royal Herald.

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THE CHRONICLE OF THE CAR

AND

NOTES ABOUT THE OLYMPIA MOTOR SHOW

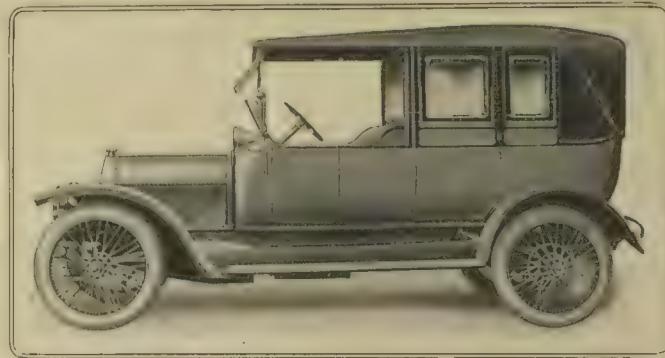
The Show and Its Interest. Although the Show is, without question, simply brimful of interest to the student of automobile design, and to the simple spectator with no particular knowledge of the organs of car-construction, to me there is a still deeper interest, and that lies in the ever-increasing popularity of the annual exhibition as a function. Year by year we keep on with our expressions of surprise that public interest in the Show should be maintained, and with our sage predictions that the year under discussion must have touched the high-water mark of interest and attendance. Last year, for instance, everyone thought that the climax had been reached, and was quite prepared to see a falling-off in 1912. But so far from this being the case, once again Olympia looks like creating a further record. At the moment, I have not the full figures of attendance available, but I do know that, on the opening day, they exceeded those of the corresponding day of last Show by a round two thousand. Those of the next day were even more in excess; and so it looks like going on for the rest of the week. It is really wonderful, this fascination exercised by the motor-car—indeed, it is more than wonderful; it is beyond understanding. However, for those of us who are interested in the development of the automobile movement, it is an excellent sign; and even though Olympia be crowded to suffocation point, and life becomes almost unendurable for those whose business keeps them there early and late during Show Week, still we do not complain. Far from it—it is an encouraging and, withal, a healthy sign for the future that this public interest seems to have taken on the aspect of a permanently growing quantity. So many and so varied are the things of

the impression of a telephone exchange; and to a great extent it was he who introduced the real element of simplicity into general design. From the first introduction of the high-class Italian car, I have been an admirer of the school of design which produced it, and have never departed from the belief that it is among the world's very best. That being the case, I need hardly say that the S.C.A.T. as an individual car is one for which I have

Rudge-Whitworth The wire wheel, of either the detachable or fixed type, has become so

much a standard fitting nowadays that it might be thought that there is no interest in an exhibit devoted to this particular detail of the car. But with that view I do not agree, if only for the reason that Messrs. Rudge-Whitworth were the pioneers of the detachable wire wheel, and to them is due in great measure the development of wheel-design as it has taken place during the past four years. True, they have nothing new to show us this year, for they have long since got to the point in design at which no more improvement seems possible. Nevertheless, I should not think of letting Show Week pass without a visit to their stand, in order still further to familiarise myself with the methods employed in the construction and manipulation of this device, which has done so much to improve the conditions of our motoring.

Palmer Tyres. It was inevitable that some rearrangement of space should be made this year, but I am wondering how the tyre section likes its removal from the Gallery to the remoteness of what was formerly the Annexe. I say formerly, because even though Olympia has been made one by the removal of the dividing wall between main hall and Annexe, the latter still remains a sort of unexplored waste. I will undertake to say that not half the visitors to the Show so much as cross the dividing line, and as the tyres are at the far end, they do not get the general attention they used to receive in the Gallery. However, the people who go to the Show to do business know how to find their objectives, so I suppose it is all right. The Palmer Tyre stand is far down on the



NOTABLE FOR HANDSOME COACHWORK: A SELF-STARTING S.C.A.T. MODÈLE DE LUXE CABRIOLET. This car is shown by Messrs. Newton and Bennett, Ltd., on Stand 92 at the Olympia Exhibition. The coach-work was made in their own factory at Manchester.

a profound admiration. Clean in design and of almost superlative workmanship, it is indeed a car that one could be proud to own. The new 22-h.p. model is the main feature of the exhibit. This has been entirely redesigned

general attention they used to receive in the Gallery. However, the people who go to the Show to do business know how to find their objectives, so I suppose it is all right. The Palmer Tyre stand is far down on the



SOLD IN THIS COUNTRY BY DODSON MOTORS: AN 18-26-H.P. SAVA LIMOUSINE LANDAULETTE.

Messrs. Dodson Motors, of 34, Old Bond Street, are the sole British concessionnaires for the Sava cars.

interest to be seen, that it was manifestly impossible that I could even mention each in detail last week, so, with permission, I propose to devote the remainder of my allotted space to the consideration of a few more of the most outstanding exhibits.

The Italian S.C.A.T. On the stand of Messrs. Newton and Bennett, Ltd., are to be seen two models of the well-known S.C.A.T. cars, as well as a smaller vehicle known as the N.B. car. The S.C.A.T. is an Italian marque, and has become very well and favourably known in this country during the past few years. Like all the productions of the best Italian factories, the S.C.A.T. bears all over the impress of the most careful thought in design, and the utmost care and accuracy in workmanship and finish. It is no exaggeration to say that the world of automobile design owes a great deal to the Italian engineer. It is true that he did not come into the business until comparatively late in the day, when the main features of the car had already taken the shape along which they have ultimately developed, but what he did was to take the car as he found it and improve it immeasurably in its details. It was he who first gave us a "clean" motor, without the festoons of wires and rods which, when the bonnet was lifted, gave one

for 1913, and embodies several refinements of detail which were not to be found in the case of its predecessor of last year. The "fifteen" remains practically as it was at the last Show, though here again may be observed one

left of the Annexe—I must continue to use that title—and there are shown all patterns of the famous cord tyres which have made the Palmer name. Of particular interest is the seven-inch Palmer, for very heavy cars, which is used on all the cars belonging to the King.

Not at the Show: It is a pity that the exhibitors of the Mathis. The Mathis. Olympian space should have crowded out so many cars of undoubted interest. There is such an insistent demand for a light, cheap car that I do not think I need make any apology for going outside the Show itself for an illustration of the type which, I believe, appeals quite as much as the "fifteen point-nines" popular though this last type may be. The car I have in mind is the Mathis, and I am impelled to mention it because of something that occurred at the Show in the way of a discussion of last season's racing events. It may be remembered that the Mathis car took part in many classic road events, where it had to compete among the "big stuff" for the almost

ridiculous reason that its very lightness barred it from waging battle against the cars that should really be in its class. And, in spite of all the limitations, it did quite well by itself, as the records are there to show. Messrs. Mathis Motors are holding a

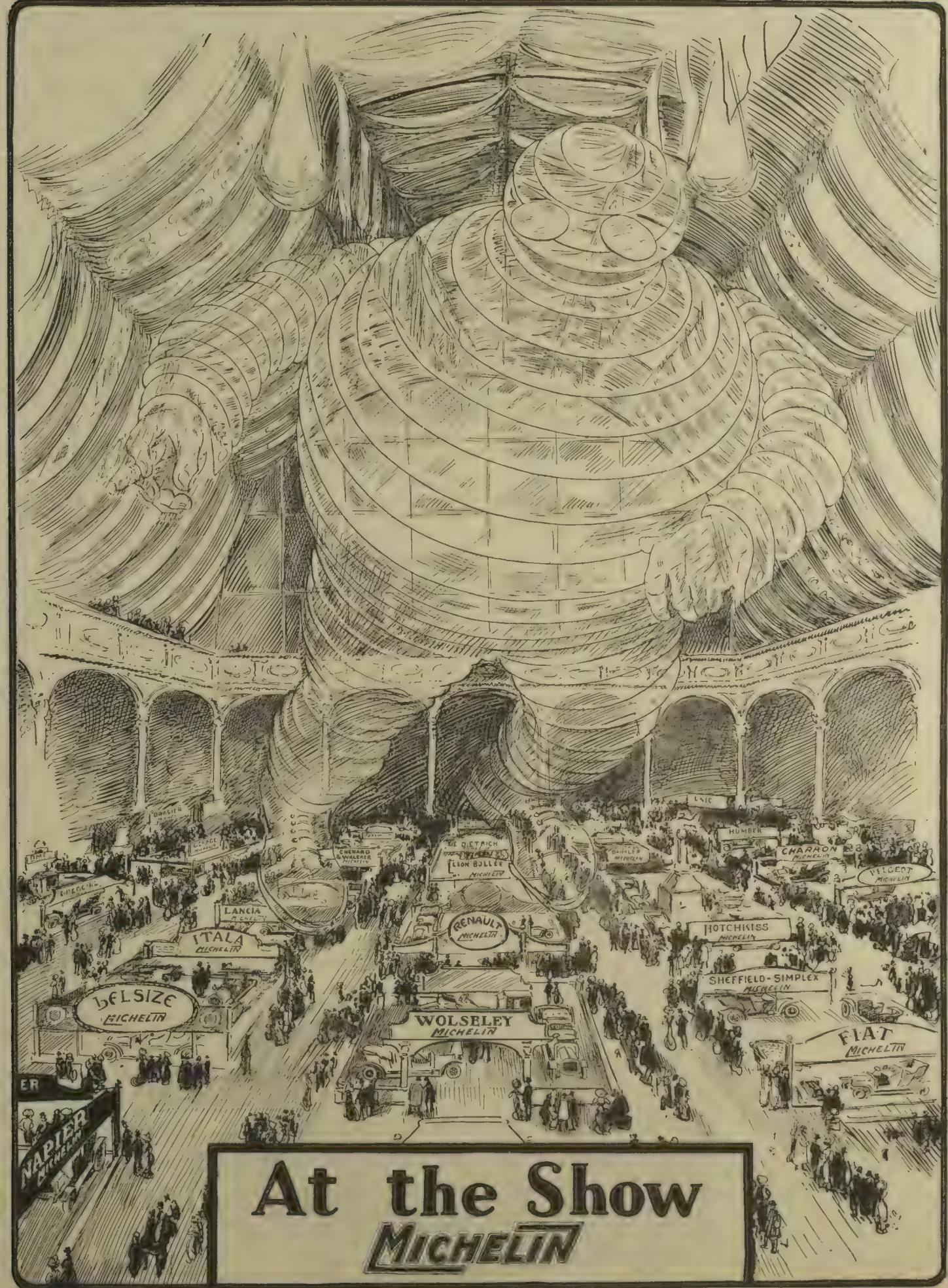


SHOWN ON STAND 62 AT OLYMPIA: A SPECIAL DAIMLER MODEL.

or two little changes making for increased convenience and efficiency of the whole. The 12-h.p. N.B. is also a well-looking car, and should be popular among that class which desires a really good car at a relatively moderate price.

lightness barred it from waging battle against the cars that should really be in its class. And, in spite of all the limitations, it did quite well by itself, as the records are there to show. Messrs. Mathis Motors are holding a

[Continued overleaf.]



Continued.
little show of their own at their premises in Shaftesbury Avenue, and the motorist who is giving up his time to a study of things new at Olympia might do much worse than divert some of his attention to what they have to show him. Their models range from the "Babyette" at £175, to the 16-20-h.p. four-seater, at £335; while between are two attractive cars in the shape of the 10-16-h.p. two and four seaters at £295 and £300 respectively.

Barker and Co. The combination of a Barker body and Rolls-Royce chassis cannot but appeal to the wealthier class of motorist, and it is this combination which is the attraction of Messrs. Barker and Co.'s exhibit in the coach-building section. There

shock-absorbing device. The former is probably the nearest approach to the perfect scientific carburettor extant. As the name itself implies, it is literally a carburettor of many jets, which are ranged along the inner edge of a rectangular throat, in which moves a spring-controlled piston which is actuated by the suction of the motor. According to the engine-speed, a greater or less number of the jets are uncovered by the piston, and as the latter also controls the area of the air-intake, it follows that the mixture must be of a constant quality, no matter what the degree of throttle-opening may be. The one thing that has, perhaps, prevented this device from coming into greater popularity—though it has achieved a large measure of success—has been its somewhat clumsy

so that I am able to say from experience that it is entirely satisfactory in its working.

The Popular Belsize.

In these days when the British manufacturer of cars is supposed to be trembling in his shoes and to be hovering on the verge of ruin in consequence of competition from across the Atlantic, it is refreshing to the Show visitor to come across, here and there, some sort of proof that things are not really as bad as they are popularly supposed to be. For instance, there is the case of the Belsize Company, which is fully prepared to meet the invader on his own ground and compete with him on his own basis of price. 'Go to the Belsize stand, and there you may see



Photo. Campbell Gray.

BUILT FOR AN ARGENTINE MILLIONAIRE: A BEDFORD MAURETANIA BERLINE LANDAULETTE.
This motor carriage de luxe was recently built to the special order of an Argentine millionaire, at the Bedford Works at Willesden. The offices of Bedford Motors, Ltd., are at 135-7, Long Acre.

are two of these cars—a limousine and an open torpedo-touring car—as well as a Delaunay-Belleville cabriolet. Finished as they are in characteristic Barker manner, it needs no saying that they touch the high-water mark of artistic conception and finish.

Polyrhœ Carburetters and Telesco Absorbers. An interesting exhibit in the gallery is that of Polyrhœ Carburetters and Telesco Absorbers, Ltd., on whose stand are shown carburetters of that name, and also the Telesco

appearance. This, however, has been entirely changed in the latest vertical type which is shown at Olympia, and, in its new form, I have no doubt it will prove an assured success.

The Telesco shock-absorber, which is also handled by this firm, is, to my mind, about the most satisfactory of all the shock-damping devices that are offered. In principle it acts like the recoil-press of a heavy gun, combining a recoil spring with an oil-buffer. I have used this device on my own car during the past season,



Photo. Lewis.

AN IDEAL LADY'S CAR: A 10-12-H.P. TWO-SEATER BELSIZE.
The above car, by the Belsize Motor Company, was recently supplied to Mrs. Oliver, of Birmingham. The price, with horn, lamps, hood and screen, complete and ready for the road, was £225.

just how well the British maker can hold his own, and even give better value for money than his American competitor. The little 10-12-h.p. Belsize is really an excellent car. Nominally, it has not such a powerful engine as some of the imported cars in its price class, but then the British small-bore motor has an efficiency undreamed of in the case of the big "square" engines of the cheap American, and, so far as the maintaining of a good average road-speed is concerned, I should say there is nothing in it. I have been asked to point

(Continued overleaf.)

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15-20 h.p. FIAT with Torpedo Body

Every detail of FIAT construction is designed, built, and tested by the most skilful motor-engineers in the world. That is why the FIAT chassis is famous for strength and efficiency. The FIAT is the finest car for all-round use.

We are issuing a book *de luxe* reproducing in actual colours some of the most beautiful 15-20 FIAT cars. If you are unable to visit Stand No. 39 at Olympia, or to call at our town showrooms, write to-day for a copy of this book. All FIAT Cars are fitted with Michelin Tyres.

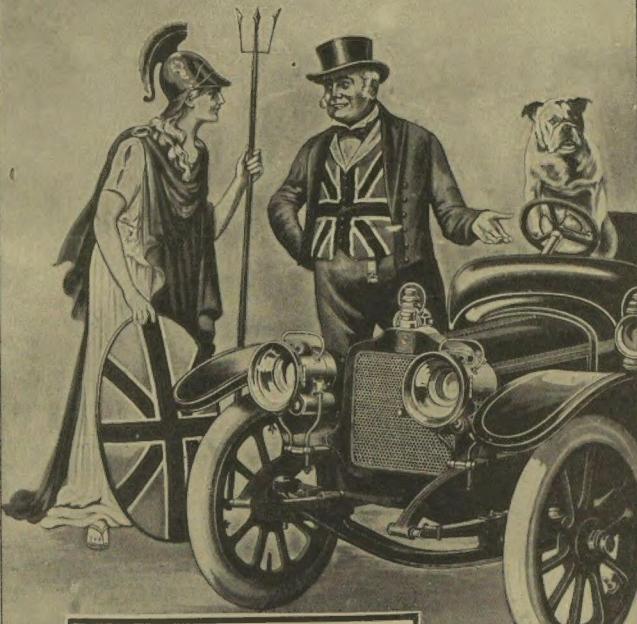
Telegrams: FIATISM, LONDON. FIAT MOTORS, LTD., 37-38, Long Acre, LONDON, W.C. This illustrates the 15-20 h.p. FIAT with Torpedo Body—£500 complete.

Telephones: 7947, 7948, 7949 GERRARD

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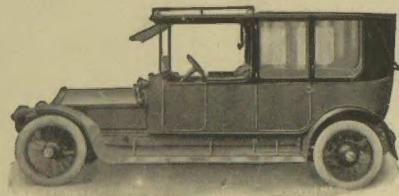
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17/25 h.p.	4-cyl. 85 mm. x 135 mm., standard chassis,	£435
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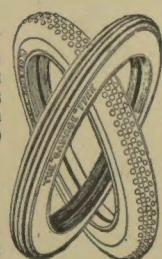
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820 x 120	1 9 9 1 13 0	
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Continued.]

to a British car that can compete in the low-priced class, and my reply is: "Look at the Belsize." Besides the small car, there are models ranging up through the 14-16-h.p. and the 159 to the 18-22-h.p. six-cylinder, and all of them at moderate prices. A notable exhibit this, and a pleasing one withal.

Maythorn Bodies. In the coach-building section, Messrs. Maythorn and Son are showing some really magnificent specimens of the bodywork turned out in their works at Biggleswade. There is a 30-h.p. Lancia torpedo-phaeton of special design, which is painted in pearl grey, with dark grey mouldings, and upholstered in green leather. Next comes a Fiat limousine-landauette, painted Burgundy red with black mouldings and fine gold lines; this car is upholstered in fine grey corded cloth, and has armchair occasional seats in the interior. Lastly, there is shown another limousine-landauette, in dark blue with black mouldings and light blue lines, upholstered and finished in grey fancy cloth with lace to match.

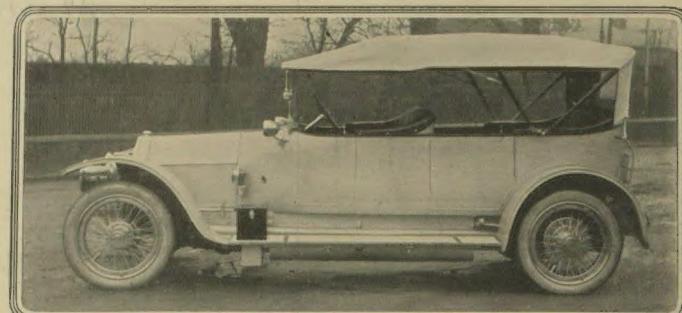
Sankey Wheels and Warland Rims. A wheel that is rapidly finding favour in the eyes of the discriminating motorist is the pressed-steel variety, which is manufactured by Messrs. Sankey and Sons. The obvious merits of

than the more conventional wooden artillery wheel. Into the merits of the controversy between the steel and wire wheel champions there is no need for me to enter—both are quite good enough in their own way to stand upon their merits. Messrs. Sankey are exhibiting several types

detachable rim, which is, in my opinion, quite the best and most practical of the detachable-rim devices which are at present being offered to the motoring public. It hardly needs saying that the use of some such device as the Warland rim is a practical necessity to the motorist who does not want to waste more time than is absolutely necessary in dealing with inevitable tyre troubles.

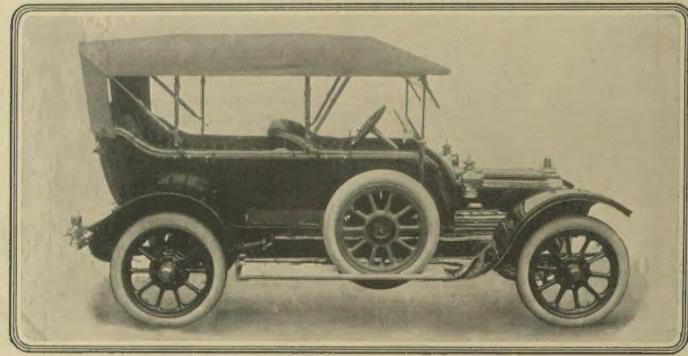
Standards from Coventry. A car which has always struck me as being designed on very sound

lines is the Standard, which has its origin in Coventry. Throughout, it follows closely the trend of modern practice with more than a trace of originality in some of its details. Certainly, were I visiting the Show with the purpose of selecting a car which, while it embodied all that I consider essential in a thoroughly practical and reliable vehicle, was, withal, priced at a figure which strikes the happy medium, I should go there with the Standard on my list. The Standard Motor Company's exhibit this year does not—unfortunately, as I think—include a stripped chassis. Personally, I want to see the mechanical details of the car, but as many firms are doing now what the Standard Company have decided upon—showing nothing but complete cars—I suppose this course fills the bill so far as the public are concerned.



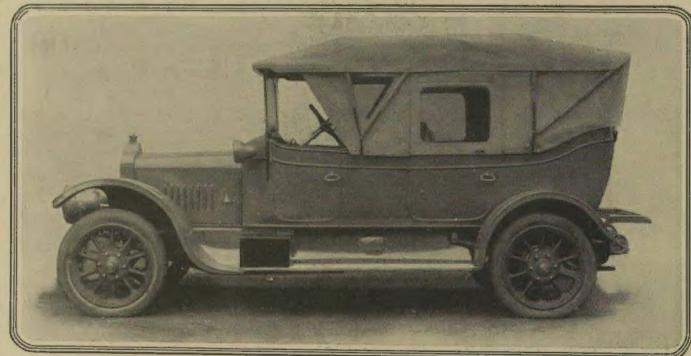
FITTED TO A 30-H.P. FOUR-CYLINDER LANCIA CHASSIS: AN EXMOUTH TORPEDO PHAETON BY MAYTHORN AND SON.

The special feature of this body, exhibited by Messrs. Maythorn and Son on Stand 147 at Olympia, is its flush sides running in with sloping bonnet and having no projections. It has a patent Kopalapo one-man Cape hood, and a glass wind-screen. The car is painted in pearl-grey, and upholstered in green enamelled leather.



FITTED WITH A STANDARD TORPEDO BODY AND A NEW TYPE OF "ONE-MAN" HOOD, A 12-H.P. TALBOT.

this method of construction are that the resulting wheel is light—it is said to be the lightest of all motor-wheels; that it is not susceptible to the influence of climate, and therefore cannot warp or split; and that it is far stronger



SHOWN ON STAND 70 AT OLYMPIA: A 15-H.P. ALL-BRITISH STANDARD CAR, FITTED WITH A TORPEDO BODY.

of their steel wheels of the detachable and fixed kind, all of which are interesting. Probably the one that will appeal most to the practical motorist is the type with the design of which is incorporated the Warland dual

They are exhibiting four examples, in the shape of a complete touring-car, with flush-sided body; a single landauette, with drop-down seat; a cabriolet of very neat design; and a three-quarter landauette.—W. WHITALL.

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**OVERWHELMING POPULARITY
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as proved by the tyre figures at the Olympia Show.

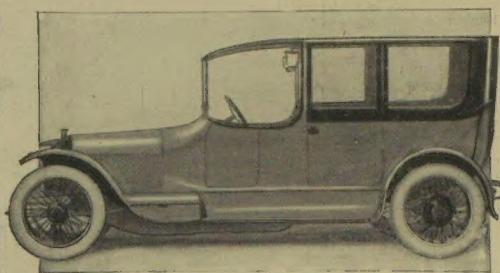
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Models : 14-18 h.p., 18-26 h.p., 26-32 h.p.

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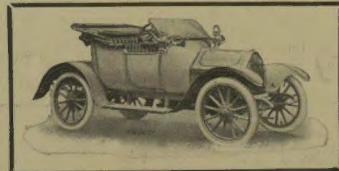
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Olympia, Stand No. 36.

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ARGYLL

The talk of the Show.

Just as the centre of attraction twelve months ago was the Argyll Single Sleeve Valve Engine, so this year attention is concentrated on the new "stream-line" design of the 1913 Argyll Models. It marks a distinct step in motor design and far surpasses in beauty of appearance anything ever before attempted, giving to the motor vehicle that dignity and impressive character it has hitherto lacked. Luxuriously upholstered and irreproachably finished, the Argyll has been justly described as "the finest coach-work in the world." Fitted to an Argyll Single Sleeve Valve Engine Chassis you have a car unsurpassed for beauty of appearance and absolute reliability. Send for Argyll Illustrated Album—free on request.

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12/18 h.p. (4 Cylinder Poppet Type) car complete	£375	Without Equipment	£345
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F6

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the *Chess Editor*, *Milford Lane, Strand, W.C.*
T R DAWSON.—Your charming problems duly to hand, with thanks.
G STILLINGFELT JOHNSON.—Thanks for your clever composition.
H F DRAKIN (Fulwood).—To hand, with thanks.
C M B (Quebec).—We are obliged for the information, and would be glad to publish some of the games.

SOLUTION OF PROBLEM NO. 3571.—By V. R. W.

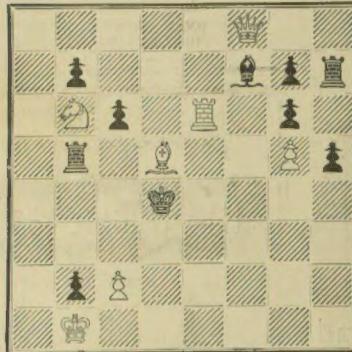
WHITE
1. B to B 6th
2. B to K 3rd (ch)
3. Q mates

BLACK
P to K 4th
K takes B

If Black plays 1. P to B 4th, 2. B takes R; if 1. K to B 4th, 2. B to B 3rd, etc.

PROBLEM NO. 3572.—By B. G. LAWS.

BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM NO. 3562 received from C N Gregg (Chakrata, India); of No. 3563 from C A M (Penang); of No. 3568 from N Bacon (Chicago, U.S.A.) and H A Seller (Denver, U.S.A.); of

No. 3569 from Theo Marzials (Ceylon), V A Way (Doncaster), C Field junior (Athol, Mass., U.S.A.), R J Lonsdale (New Brighton), and J B Camara (Madeira); of No. 3570 from R J Lonsdale and A Perry (Dublin); of No. 3571 from L Schulz (Vienna), J E Gemmell (Campbelltown), and R Murphy (Wexford).

CORRECT SOLUTIONS OF PROBLEM NO. 3572 received from J Wilcock (Shrewsbury), E C Winter-Wood (Paignton), J Deering (Cahar), R Murphy, J C Stackhouse (Torquay), H S Brandreth (Weybridge), G Stillington Johnson (Cobham), R Worter (Canterbury), R S Nicolls (Willesden), J Churcher (Southampton), J Fowler, Rev. J Christie Redditch, W Best (Dorchester), J Green (Bognor), J Smart (Fareham), J C. Williams (Carmarthen), G. Williams (Glasgow), L Schles (Vicenza), T Wetherell (Manchester), J Gamble (Belfast), A W Hamilton-Gell (Carlton Club), H Grasell Baldwin (Kensington), Julia Short (Exeter), Blakeley (Norwich), F W Young (Shaftesbury), Baron de Pallandt (Wassenaren, Holland), John Isaacson (Liverpool), T Truscott (Forest Gate), J E Gemmell, and G Collins.

CHESS IN ENGLAND.

Game played in the Championship Tournament, between
Messrs. R. P. MICHEL and WALTUCH.

(Queen's Pawn Game.)

WHITE (Mr. M.)	BLACK (Mr. W.)	WHITE (Mr. M.)	BLACK (Mr. W.)
1. P to Q 4th	P to Q 4th	14. B to K 3rd	K R to Q, B sq
2. P to Q B 4th	P to K 3rd	15. Q to K 3rd	Kt takes B
3. Kt to Q B 3rd	Kt to K B 3rd	16. R P takes Kt	Q to Kt 5th
4. B to Kt 5th	Q Kt to Q and	17. Kt to K 5th	Q to R 4th
5. P to K 3rd	B to K 2nd	Black's Queen is badly posted, and loses a lot of time in being a move to the enemy.	
6. Kt to B 3rd	B to K 2nd	18. B to K 2nd	K to B 3rd
7. Q taken P	P takes P	19. B to B 2nd	K to Q sq
8. K takes P	P takes P	20. P to K 4th	B to Q 3rd
9. R to Q sq	B to K 2nd	21. Kt takes B P	
10. B to Q 3rd	R to K sq		
11. Kt to K 5th	Kt to K 5th		
12. R to K 4th	Q Kt to B 3rd		
13. B takes P			

Very prettily winning a Pawn. If Black represents Q to Q 4th, the position is 14. Kt takes Kt, Q takes Kt, 15. Kt takes Kt (ch), P takes Kt, 16. B takes Q, and the gain of the Pawn is maintained.

13. Q to Q 2nd

In keeping with the vigorous handling of White's game throughout.

21. K takes Kt

22. P to K 5th

23. Kt takes P

24. P takes B

25. Kt to B 4th

26. P takes B

27. P to Q 5th

28. K R to K sq

29. R takes R (ch)

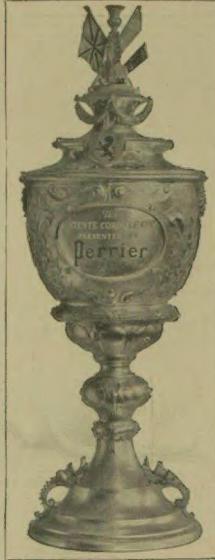
30. Q to B 2nd

Resigns

The *Hampstead and Highgate Express* announces its twelfth problem tournament, which will be for original and unpublished three-movers. Three entries are allowed for each competitor, and the entries are allowed, but it will be considered an entry from each of the composers concerned. Entries must be on diagrams, with full solutions, and must be received by March 1, 1913. For further particulars apply *Chess Editor, Hampstead and Highgate Express*, High Street, Hampstead, N.W.

A SCOTTISH GOLF TROPHY.

WE illustrate on this page a handsome silver cup presented by "Perrier Water," as a trophy for the London Scottish Society's Golf Tournament. It was won by the London Argyllshire Association, and the presentation was made the other day at the Connaught Rooms by Sir George Younger, Bt., M.P. On the lid of the cup are enamelled the flags of England and France, and, on a shield below, the Scottish lion, while the thistle figures in the decoration. The cup was designed and made by the Goldsmiths and Silversmiths Company, of 112, Regent Street.



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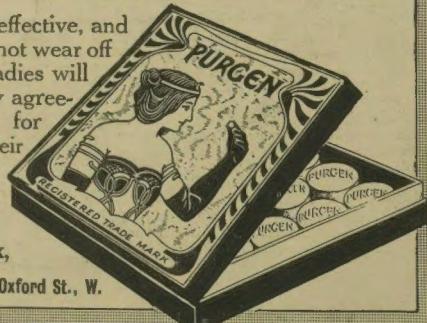
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